

# NAComatic

Effective: 23-Sep-2010

Expires: 21-Oct-2010



# Warranty

I make absolutely no warranty nor guarantee whatsoever about the accuracy, availability, applicability and/or correctness of any of the information in this document.

The official, original NACO documents are available for your downloading pleasure from: <http://naco.faa.gov/index.asp?xml=naco/onlineproducts>

# Copyright

This compilation is protected by US copyright laws and international copyright treaties.

# Limitations

The sale, hosting and/or distribution of this document in any and all forms, is prohibited.

# Release from Liability

All users of this compilation must agree to be legally bound hereby, that Douglas R. Ranz ("Released Party") SHALL NOT BE LIABLE FOR MY DEATH OR INJURY TO MY PERSON, OR FOR ANY LOSS FOR DAMAGE TO MY PROPERTY OR REPUTATION caused in any manner whatsoever, whether attributable to the negligence of the Released Party, or for any other reason, occurring during the time that I am operating an aircraft.

I do hereby waive any right of action against the Released Party from any and all causes or claims that I may have against them from the beginning of time. I further agree not to sue on any such cause or claim. This agreement shall not release liability for gross negligence or willful misconduct of the Released Party. I agree to indemnify and hold the Released Party harmless for any losses, judgments, damages or fees he may incur, including but not limited to attorneys fees, arising out any lawsuit related to the planning, flight and/or enforcement of or legal challenge to this agreement. It is my intention that this agreement be interpreted and enforced to the maximum extent allowed by Michigan law.

VT Min	Alt#1	-	5
VT Min	TO#1	-	11
	4V8	-	76
	BTV	-	38
	CDA	-	58
	DDH	-	35
	EFK	-	64
	FSO	-	54
	MPV	-	29
	MVL	-	61
	RUT	-	66
	VSF	-	73

VT Mins - Alternates #1	-	5
VT Mins - Take-Off #1	-	11
BARRE-MONTPELIER .. MPV	-	29
BENNINGTON ..... DDH	-	35
BURLINGTON ..... BTV	-	38
HIGHGATE ..... FSO	-	54
LYNDONVILLE ..... CDA	-	58
MORRISVILLE ..... MVL	-	61
NEWPORT ..... EFK	-	64
RUTLAND ..... RUT	-	66
SPRINGFIELD ..... VSF	-	73
WEST DOVER ..... 4V8	-	76



**INSTRUMENT APPROACH PROCEDURE CHARTS**

**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**
**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON

MUNI ..... **ILS or LOC Rwy 4<sup>1</sup>**  
**RNAV (GPS) Rwy 4<sup>2,3</sup>**  
**RNAV (GPS) Rwy 22<sup>2,3</sup>**
<sup>1</sup>ILS, Category C, 700-2; Category D,  
800-2½; LOC, NA.

<sup>2</sup>Category D, 800-2½.

<sup>3</sup>NA when local weather not available.

**AUGUSTA, ME**

AUGUSTA STATE ..... **ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS)-B<sup>2</sup>**  
**RNAV (GPS) Rwy 8<sup>2</sup>**  
**RNAV (GPS) Rwy 35<sup>2</sup>**  
**VOR/DME Rwy 8<sup>2</sup>**
<sup>1</sup>ILS, Categories B,C,D, 700-2.

<sup>2</sup>NA when local weather not available.

**BANGOR, ME**

BANGOR INTL ..... **ILS or LOC Rwy 33**  
ILS, LOC, Categories A,B, 1000-2; Categories  
C,D,E, 1000-3.

**BARRE-MONTPELIER, VT**

EDWARD F.

KNAPP STATE ..... **ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS) Rwy 17<sup>2,3</sup>**  
**RNAV (GPS) Rwy 35<sup>3,6</sup>**  
**VOR/DME Rwy 35<sup>4</sup>**  
**VOR Rwy 35<sup>5</sup>**
<sup>1</sup>ILS, LOC, Categories A,B, 1900-2; Categories  
C, D, 1900-3.

<sup>2</sup>Category C, 800-2½; Category D, 1400-3.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 1400-3.

<sup>5</sup>Categories A,B, 1600-2; Categories C,D,  
1600-3.

<sup>6</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 1400-3.

**NAME ALTERNATE MINIMUMS**
**BAR HARBOR, ME**

HANCOCK COUNTY-

BAR HARBOR ..... **LOC/DME BC Rwy 4**  
**ILS or LOC Rwy 22**  
**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

**BEDFORD, MA**

LAURENCE G. HANSCOM

FIELD ..... **ILS or LOC Rwy 11<sup>1,2,3</sup>**  
**ILS or LOC Rwy 29<sup>1,3,4</sup>**  
**RNAV (GPS) Rwy 11<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>3</sup>**  
**RNAV (GPS) Rwy 29<sup>3</sup>**  
**VOR Rwy 23<sup>1</sup>**
<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>ILS, Categories A,B, 800-2; Category C,  
800-2½; Category D, 800-2½. LOC, Category  
C, 800-2½; Category D, 800-2½.

**BERLIN, NH**

BERLIN RGNL ..... **VOR-B<sup>1</sup>**  
**VOR/DME Rwy 18<sup>2</sup>**
<sup>1</sup>Categories A,B, 1100-2; Category C, 1100-3;  
Category D, 1200-3.

<sup>2</sup>Category B, 1200-2; Category C, 1200-3;  
Category D, 1300-3.

**BEVERLY, MA**

BEVERLY MUNI ..... **LOC Rwy 16**

NA when control tower closed.

NA when local weather not available.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE .. **RNAV (GPS) Rwy 28**  
**VOR Rwy 28**

NA when local weather not available.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

NAME ALTERNATE MINIMUMS

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN  
INTL ..... ILS or LOC Rwy 4R<sup>1</sup>  
ILS Rwy 15R<sup>2</sup>  
ILS Rwy 22L<sup>2</sup>  
ILS Rwy 27<sup>2</sup>  
ILS or LOC Rwy 33L<sup>1</sup>  
RNAV (GPS) Rwy 15R<sup>3</sup>  
RNAV (GPS) Rwy 22L<sup>3</sup>  
RNAV (GPS) Rwy 27<sup>3</sup>  
RNAV (GPS) Rwy 32<sup>4</sup>  
RNAV (GPS) Rwy 33L<sup>3</sup>  
VOR/DME Rwy 15R<sup>5</sup>

<sup>1</sup>ILS, Categories A, B, 1000-2; Categories C, D, 700-2. LOC, Categories A, B, 1000-2.

<sup>2</sup>ILS, 700-2.

<sup>3</sup>Categories A, B, 1000-2.

<sup>4</sup>Categories A, B, 1000-2; Category C, 800-2½; Category D, 800-2½.

<sup>5</sup>Category C, 800-2½; Category D, 800-2½.

**BRIDGEPORT, CT**

IGOR I. SIKORSKY MEMORIAL ..... ILS Rwy 6<sup>12</sup>  
VOR Rwy 6<sup>3</sup>  
VOR Rwy 24<sup>3</sup>  
VOR Rwy 29<sup>3</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories B,C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.

<sup>3</sup>Category D, 900-2½.

**BURLINGTON, VT**

BURLINGTON  
INTL ..... ILS or LOC/DME Rwy 15<sup>123</sup>  
ILS or LOC/DME Rwy 33<sup>124</sup>  
VOR Rwy 1<sup>2</sup>

<sup>1</sup>ILS, Category D, 700-2.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>LOC, Category E, 1000-3.

**CARIBOU, ME**

CARIBOU MUNI ..... RNAV (GPS) Rwy 19  
NA when local weather not available.

**CHATHAM, MA**

CHATHAM MUNI ..... RNAV (GPS)-B  
NA when local weather not available.

**CHESTER, CT**

CHESTER ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**CONCORD, NH**

CONCORD MUNI ..... RNAV (GPS) Rwy 12<sup>1</sup>  
RNAV (GPS) Rwy 17<sup>2</sup>  
RNAV (GPS) Rwy 35<sup>2</sup>  
VOR-A<sup>1</sup>

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

<sup>2</sup>Category D, 900-2¾.

**DANBURY, CT**

DANBURY MUNI ..... GPS Rwy 8  
LOC Rwy 8<sup>1</sup>  
VOR or GPS-A

Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

<sup>1</sup>NA when local weather not available.

**FITCHBURG, MA**

FITCHBURG MUNI ..... NDB Rwy 20<sup>1</sup>  
RNAV (GPS) Rwy 14<sup>1</sup>  
RNAV (GPS) Rwy 20<sup>2</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
NDB-A<sup>3</sup>

<sup>1</sup>Categories A,B, 1000-2; Category C, 1000-3.

<sup>2</sup>Category B, 1000-2; Category C, 1000-3.

<sup>3</sup>Category A, 900-2; Category B, 1000-2; Category C, 1000-3.

**FRENCHVILLE, ME**

NORTHERN  
AROOSTOOK RGNL ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
NA when local weather not available.

**FRYEBURG, ME**

EASTERN SLOPES  
RGNL ..... NDB-B<sup>1</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 1400-2; Category C, 1400-3.

<sup>2</sup>Categories A, B, 1100-2; Category C, 1100-3.

**GROTON(NEW LONDON), CT**

GROTON-NEW LONDON ..... ILS or LOC Rwy 5  
ILS, Categories B,C,D, 700-2.

**HARTFORD, CT**

HARTFORD-BRAINARD ..... LDA Rwy 2  
VOR or GPS-A

NA when control tower closed.

Category C, 1000-2¾, Category D, 1000-3.

**HIGHGATE, VT**

FRANKLIN COUNTY  
STATE ..... RNAV (GPS) Rwy 1  
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/

POLANDO FIELD ..... ILS or LOC Rwy 15<sup>1</sup>  
 ILS or LOC Rwy 24<sup>1</sup>  
 RNAV (GPS) Rwy 6  
 RNAV (GPS) Rwy 15  
 RNAV (GPS) Rwy 24  
 VOR Rwy 6<sup>2</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Categories A,B, 900-2; Category C, 900-2½;  
 Category D, 900-2¾.

**JAFFREY, NH**

JAFFREY AIRPORT-

SILVER RANCH ..... VOR or GPS-A  
 Non-DME minima, Categories A,B, 900-2.

**KEENE, NH**

DILLANT-HOPKINS ..... RNAV (GPS) Rwy 2<sup>1</sup>  
 VOR Rwy 2<sup>2</sup>

NA when local weather not available.

<sup>1</sup>Category A, 900-2; Category B, 1000-2;  
 Category C, 1000-3; Category D, 1200-3.

<sup>2</sup>Categories A, B, 1700-2; Category C, D, 1700-3.

**LACONIA, NH**

LACONIA MUNI ..... ILS or LOC Rwy 8<sup>1</sup>  
 NDB Rwy 8<sup>2</sup>  
 RNAV (GPS) Rwy 8<sup>3</sup>  
 RNAV (GPS) Rwy 26<sup>3</sup>

NA when local weather not available.

<sup>1</sup>ILS, LOC, Category A, 900-2; Category B,  
 1100-2; Category C, 1100-3; Category D,  
 1700-3.

<sup>2</sup>Category A, 1000-2; Category B, 1100-2;  
 Category C, 1100-3; Category D, 1700-3.

<sup>3</sup>Category A, 900-2; Category B, 1000-2;  
 Category C, 1100-3; Category D, 1700-3.

**LAWRENCE, MA**

LAWRENCE MUNI ..... ILS Rwy 5<sup>1</sup>  
 NDB or GPS Rwy 5<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

**LEBANON, NH**

LEBANON MUNI ..... ILS or LOC Rwy 18<sup>12</sup>  
 RNAV (GPS) Rwy 7<sup>3</sup>  
 RNAV (GPS) Rwy 18<sup>3</sup>  
 RNAV (GPS) Rwy 25<sup>3</sup>  
 RNAV (GPS) Rwy 36<sup>4</sup>  
 VOR/DME Rwy 7<sup>5</sup>  
 VOR Rwy 25<sup>6</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, LOC, Category A, 1100-2; Category B,  
 1200-2; Categories C, D, 1300-3.

<sup>3</sup>Category A, 1100-2; Category B, 1200-2;  
 Categories C, D, 1200-3.

<sup>4</sup>Categories A, B, 1200-2; Categories C, D,  
 1200-3.

<sup>5</sup>Category A, 1100-2; Category B, 1200-2;  
 Categories C, D, 1300-3.

<sup>6</sup>Categories A, B, 1100-2; Categories C, D,  
 1100-3.

**LYNDONVILLE, VT**

CALEDONIA COUNTY ..... RNAV (GPS) Rwy 2  
 NA when local weather not available.  
 Category A, B, 900-2.

**MANCHESTER, NH**

MANCHESTER ..... ILS or LOC/DME Rwy 17<sup>12</sup>  
 ILS or LOC Rwy 6<sup>2</sup>  
 ILS or LOC Rwy 35<sup>2</sup>  
 RNAV (GPS) Rwy 6<sup>1</sup>  
 RNAV (GPS) Rwy 35<sup>1</sup>  
 RNAV (GPS) Y Rwy 17<sup>1</sup>  
 VOR/DME Rwy 17<sup>3</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>ILS, Categories A, B, C, D, 700-2.

<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

**MARSHFIELD, MA**

MARSHFIELD MUNI-GEORGE

HARLOW FIELD ..... NDB Rwy 24  
 RNAV (GPS) Rwy 6  
 RNAV (GPS) Rwy 24

NA when local weather not available.

**MILLINOCKET, ME**

MILLINOCKET MUNI ..... RNAV (GPS) Rwy 29  
 VOR Rwy 29

NA when local weather not available.

Category D, 800-2¼.

**NAME ALTERNATE MINIMUMS**

**NANTUCKET, MA**

NANTUCKET

MEMORIAL ..... ILS or LOC Rwy 6<sup>12</sup>  
    ILS or LOC Rwy 24<sup>12</sup>  
    NDB Rwy 24<sup>1</sup>  
    RNAV (GPS) Rwy 6<sup>2</sup>  
    RNAV (GPS) Rwy 24<sup>2</sup>  
    RNAV (GPS) Rwy 33<sup>2</sup>  
    VOR Rwy 24<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

**NASHUA, NH**

BOIRE FIELD ..... RNAV (GPS) Rwy 32<sup>1</sup>  
    VOR or GPS-A<sup>23</sup>  
    VOR Rwy 32<sup>24</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Category D, 800-2¼.

<sup>4</sup>Category C, 800-2¼; Category D, 800-2½.

**NEW BEDFORD, MA**

NEW BEDFORD RGNL ..... ILS or LOC Rwy 5<sup>1</sup>  
    LOC BC Rwy 23  
    NDB Rwy 5

NA when control tower closed.

<sup>1</sup>ILS, 700-2.

**NEW HAVEN, CT**

TWEED-NEW HAVEN ..... ILS or LOC Rwy 2<sup>1</sup>  
    RNAV (GPS) Rwy 2<sup>2</sup>  
    VOR-A<sup>2</sup>  
    VOR Rwy 2<sup>2</sup>

NA when control tower closed.

NA when local weather not available.

<sup>1</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼

**NEWPORT, RI**

NEWPORT STATE ..... RNAV (GPS) Rwy 16  
    VOR/DME Rwy 16

NA when local weather not available.

**NORTH KINGSTOWN, RI**

QUONSET STATE ..... ILS or LOC Rwy 16<sup>12</sup>  
    RNAV (GPS) Rwy 16<sup>3</sup>  
    RNAV (GPS) Rwy 34<sup>3</sup>  
    VOR-A<sup>1</sup>  
    VOR Rwy 34<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.

<sup>3</sup>NA when local weather not available.

**NAME ALTERNATE MINIMUMS**

**NORWOOD, MA**

NORWOOD MEMORIAL ..... LOC Rwy 35  
    NA when control tower closed.

**ORANGE, MA**

ORANGE MUNI ..... VOR-A  
    Categories A,B, 1400-2; Categories C,D, 1400-3.

**OXFORD, CT**

WATERBURY-OXFORD .. RNAV (GPS) Rwy 18  
    NA when local weather not available.

**PAWTUCKET, RI**

NORTH  
 CENTRAL STATE ..... RNAV (GPS) Rwy 5  
    RNAV (GPS) Rwy 23  
    VOR-A  
    VOR-B

NA when local weather not available.

**PITTSFIELD, MA**

PITTSFIELD MUNI ..... LOC Rwy 26<sup>1</sup>  
    RNAV (GPS) Rwy 8<sup>23</sup>  
    RNAV (GPS) Rwy 26<sup>24</sup>

<sup>1</sup>Categories A, B, 1200-2; Category C, D, 1200-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

<sup>4</sup>Categories A, B, 1000-2; Category C, 1000-2¼; Category D, 1100-3.

**PLYMOUTH, MA**

PLYMOUTH MUNI ..... ILS or LOC/DME Rwy 6  
    RNAV (GPS) Rwy 6

NA when local weather not available.

**PORTLAND, ME**

PORTLAND INTL  
 JETPORT ..... ILS or LOC Rwy 11  
    ILS or LOC Rwy 29  
    ILS, Category D, 700-2.

**PORTSMOUTH, NH**

PORTSMOUTH  
 INTL AT PEASE ..... ILS or LOC Rwy 16<sup>1</sup>  
    ILS or LOC Rwy 34<sup>1</sup>  
    RNAV (GPS) Rwy 16<sup>2</sup>  
    RNAV (GPS) Rwy 34<sup>2</sup>

<sup>1</sup>ILS, Category E, 700-2¼. LOC, Category E, 800-2½.

<sup>2</sup>Category E, 800-2½.

# ALTERNATE MINS

M5



NAME ALTERNATE MINIMUMS

## PRESQUE ISLE, ME

NORTHERN MAINE REGIONAL AIRPORT

AT PRESQUE ISLE ..... ILS or LOC Rwy 1<sup>12</sup>

RNAV (GPS) Rwy 1<sup>1</sup>

RNAV (GPS) Rwy 19<sup>13</sup>

RNAV (GPS) Rwy 28<sup>1</sup>

VOR Rwy 19<sup>4</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Categories B, C, D, 700-2.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>Category C, 800-2¼; Category D, 800-2½.

## PROVIDENCE, RI

THEODORE FRANCIS GREEN

STATE ..... ILS or LOC Rwy 5

ILS or LOC Rwy 23

ILS Rwy 34

NA when control tower closed.

## ROCHESTER, NH

SKYHAVEN ..... RNAV (GPS) Rwy 33

VOR/DME-A

NA when local weather not available.

## ROCKLAND, ME

KNOX COUNTY RGNL ..... RNAV (GPS) Rwy 3

RNAV (GPS) Rwy 31

NA when local weather not available.

## RUTLAND, VT

RUTLAND -SOUTHERN

VERMONT RGNL ..... RNAV (GPS) Rwy 1<sup>1</sup>

RNAV (GPS) Rwy 19<sup>2</sup>

VOR/DME Rwy 19<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 2400-2; Category C, 2400-3.

<sup>2</sup>Categories A, B, 1500-2; Category C, 1500-3.

<sup>3</sup>Categories A, B, 1800-2; Category C, 1800-3.

## SANFORD, ME

SANFORD RGNL ..... RNAV (GPS) Rwy 32

NA when local weather not available.

## TAUNTON, MA

TAUNTON MUNI-

KING FIELD ..... RNAV (GPS) Rwy 30

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## VINEYARD HAVEN, MA

MARTHA'S VINEYARD ..... ILS or LOC Rwy 24<sup>1</sup>

RNAV (GPS) Rwy 6

RNAV (GPS) Rwy 24

VOR Rwy 6

VOR Rwy 24

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

## WATERVILLE, ME

WATERVILLE

ROBERT LAFLEUR ..... ILS or LOC/DME Rwy 5

RNAV (GPS) Rwy 5

RNAV (GPS) Rwy 23

NA when local weather not available.

## WESTFIELD/SPRINGFIELD, MA

BARNES MUNI ..... ILS or LOC Rwy 20<sup>12</sup>

RNAV (GPS) Rwy 2<sup>3</sup>

RNAV (GPS) Rwy 20<sup>12</sup>

VOR or TACAN Rwy 2<sup>45</sup>

VOR Rwy 20<sup>46</sup>

<sup>1</sup>Categories, A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D, 1100-3; Category E, 1300-3.

<sup>4</sup>NA when control tower closed.

<sup>5</sup>Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3; Category E, 1300-3.

<sup>6</sup>Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

## WHITEFIELD, NH

MOUNT WASHINGTON

RGNL ..... RNAV (GPS) Y Rwy 10<sup>12</sup>

RNAV (GPS) Z Rwy 10<sup>2</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2¾.

<sup>2</sup>NA when local weather not available.

## WILLIMANTIC, CT

WINDHAM ..... LOC Rwy 27<sup>1</sup>

VOR-A

Category C, 800-2¼.

<sup>1</sup>NA when local weather not available.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



NAME ALTERNATE MINIMUMS

**WINDSOR LOCKS, CT**

BRADLEY INTL ..... ILS or LOC Rwy 6<sup>1</sup>  
    ILS or LOC Rwy 24<sup>2</sup>  
    ILS or LOC Rwy 33<sup>2</sup>  
    RNAV (GPS) Rwy 6<sup>2</sup>  
    RNAV (GPS) Y Rwy 15<sup>3</sup>  
    RNAV (GPS) Rwy 24<sup>2</sup>  
    RNAV (GPS) Rwy 33<sup>2</sup>  
    RNAV (RNP) Z Rwy 15<sup>4</sup>  
    VOR or TACAN Rwy 6<sup>5</sup>  
    VOR or TACAN Rwy 15<sup>6</sup>  
    VOR or TACAN Rwy 24<sup>7</sup>  
    VOR or TACAN Rwy 33<sup>7</sup>

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½;  
     Category D, 900-2¾.

<sup>2</sup>Category D, 900-2¾.

<sup>3</sup>Categories A, B, 1000-2; Category C,  
     1000-2¾.

<sup>4</sup>Categories A, B, C, 1100-4.

<sup>5</sup>Categories A, B, 1000-2; Category C, 1000-  
     2¾, Category D, 1000-3, Category E, 1300-3.

<sup>6</sup>Categories A, B, 1200-2; Categories C, D, E,  
     1200-3.

<sup>7</sup>Category D, 1000-3; Category E, 1300-3.

**WISCASSET, ME**

WISCASSET ..... RNAV (GPS) Rwy 7  
    RNAV (GPS) Rwy 25

NA when local weather not available.

**WORCESTER, MA**

WORCESTER RGNL ..... ILS or LOC Rwy 11<sup>12</sup>  
    ILS or LOC Rwy 29<sup>12</sup>  
    NDB Rwy 11<sup>23</sup>  
    RNAV (GPS) Rwy 11<sup>23</sup>  
    RNAV (GPS) Rwy 29<sup>23</sup>  
    RNAV (GPS) Rwy 33<sup>23</sup>  
    VOR/DME Rwy 33<sup>3</sup>

NA when control tower closed.

<sup>1</sup>ILS, Category B, 700-2; Category C, 800-2;  
     Category D, 1000-3. LOC, Category D,  
     1000-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 1000-3.

## INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

## NAME TAKE-OFF MINIMUMS

## NAME TAKE-OFF MINIMUMS

## AUBURN-LEWISTON, ME

## AUBURN-LEWISTON MUNI (CONT.)

## AUBURN-LEWISTON MUNI (LEW)

## AMDT 5 05076 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2½ or std. with a min. climb of 266' per NM to 900. **Rwy 22**, std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 165° to 900 before turning northeast. **Rwy 22**, climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4**, multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17**, tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of

runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline, 39' AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22**, tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/404' MSL. Ground 3902' from departure end of runway, 811' right of centerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.

## AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35**, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72' AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

AUGUSTA STATE (AUG)

AMDT 2 85129 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 35**, 300-1. **Rwy 26**, 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

BANGOR INTL (BGR)

AMDT 2 09239 (FAA)

NOTE: **Rwy 15**, trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

HANCOCK COUNTY-BAR HARBOR (BHB)

AMDT 4 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22**, climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35**, climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4**, road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17**, bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22**, multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35**, terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTPELIER, VT

EDWARD F. KNAPP STATE (MPV)

AMDT 4 96284 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 23**, 500-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17**, climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23**, climbing left turn to 3500 direct MPV VOR/DME. **Rwy 35**, climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

LAURENCE G. HANSKOM FIELD (BED)

AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1 or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23**, 300-1 or std. w/ min. climb of 415' per NM to 400.

NOTE: **Rwy 5**, terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11**, tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 1682' left of centerline, 155' AGL/282' MSL. **Rwy 23**, vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29**, vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

BELFAST MUNI (BST)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 136° to 900 before turning south.

NOTE: **Rwy 33**, light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

WILLIAM H. MORSE STATE (DDH)

AMDT 1 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31**, 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13**, climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31**, climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.



**BERLIN, NH**

BERLIN RGNL (BML)  
ORIG 81260 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 1000-2.  
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.

**BEVERLY, MA**

BEVERLY MUNI (BVY)  
AMDT 2B 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 or std. w/ min. climb of 315' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 27**, climb heading 270° to 700 before turning left.

NOTE: **Rwy 9**, multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16**, multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27**, multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34**, multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

**BIDDEFORD, ME**

BIDDEFORD MUNI (B19)  
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6**, multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24**, multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE (BID)  
AMDT 3 10042 (FAA)

NOTE: **Rwy 10**, bush 136' from DER, 183' left of centerline, 9' AGL/110' MSL. Tower 2736' from DER, 1203' left of centerline, 167' AGL/210' MSL. **Rwy 28**, buildings with chimneys beginning 1105' from DER, 8' left of centerline, up to 30' AGL/196' MSL. Trees beginning 3' from DER, 4' left of centerline, up to 87' AGL/189' MSL. Trees beginning 380' from DER, 70' left of centerline, up to 78' AGL/186' MSL. Windmill with antennas 3437' from DER, 1005' right of centerline, 72' AGL/257' MSL.

**BOSTON, MA**

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)  
AMDT 12A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4L**, 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9**, 300-1½ or std. with a min climb of 272' per NM to 300. **Rwy 14**, 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L**, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R**, 300-1½ or std. w/ a min climb of 320' per NM to 400. **Rwy 27**, std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R**, NA-environmental. **Rwy 33L**, 300-1½ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L**, climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14**, climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R**, climb heading 216° to 800 before turning right.

**Rwy 33L**, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L**, light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R**, light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9**, antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14**, ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L**, sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R**, sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

GENERAL EDWARD LAWRENCE LOGAN INTL  
(CONT)

**Rwy 22L**, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R**, rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27**, multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL. **Rwy 33L**, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

## BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL (BDR)  
AMDT 4 01249

TAKE-OFF MINIMUMS: **Rwy 29**, 600-2 or std. with a min. climb of 280' per NM to 700.

NOTE: **Rwy 6**, cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11**, 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL.

**Rwy 24**, cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29**, cross departure end of runway at or above 35' AGL/45' MSL.

BURLINGTON, VT  
BURLINGTON INTL (BTV)  
AMDT 13 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 290' per NM to 3200 or 3000-3 for climb in visual conditions. **Rwy 15**, std. w/ min. climb of 375' per NM to 5900 or 3000-3 for climb in visual conditions. **Rwy 19**, std. w/ min. climb of 290' per NM to 5300 or 3000-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15**, for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19**, climb heading 186° to 3200 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33**, climb heading 326° to 2400 before proceeding on course or for climb in visual conditions cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL. **Rwy 15**, bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL. Trees beginning 1418' from DER, 358' right of centerline, up to 27 feet AGL/387' MSL. Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL. Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL. **Rwy 19**, trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL. Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL. **Rwy 33**, pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL. Trees 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

## CARIBOU, ME

CARIBOU MUNI (CAR)  
AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29**, 300-1.

## CHATHAM, MA

CHATHAM MUNI (CQX)  
ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24**, 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6**, multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24**, multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

**CLAREMONT, NH**

CLAREMONT MUNI (CNH)

AMDT 2 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29**, 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29**, climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11**, multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29**, multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

**CONCORD, NH**

CONCORD MUNI (CON)

AMDT 3 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17**, 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30**, 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12**, climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17**, climb to 1200 before turning on course. **Rwy 35**, climb to 1300 before turning on course.

**DANBURY, CT**

DANBURY MUNI (DXR)

AMDT 3 99196 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 600-2. **Rwy 17**, 600-1. **Rwy 26**, 500-2. **Rwy 35**, 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17**, climb runway heading to 1200 before turning on course. **Rwys 26, 35**, climb runway heading to 1500 before proceeding on course.

**DANIELSON, CT**

DANIELSON (LZD)

AMDT 3 93231 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 1100 before turning on course. **Rwy 31**, climb to 1000 feet before turning on course.

**DEXTER, ME**

DEXTER RGNL (1B0)

ORIG 97030 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25**, NA.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 1000 before turning westbound. **Rwy 34**, climb runway heading to 1800 before turning northeastbound.

**EASTPORT, ME**

EASTPORT MUNI (EPM)

ORIG 94174 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 240' per NM to 300.

**ELIOT, ME**

LITTLEBROOK AIR PARK (3B4)

ORIG 03247 (FAA)

NOTE: **Rwy 12**, house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30**, trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

**FITCHBURG, MA**

FITCHBURG MUNI (FIT)

AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20**, NA-obstacles.

**Rwy 32**, std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32**, multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

**FRENCHVILLE, ME**

NORTHERN AROOSTOOK RGNL (FVE)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1½ or std. w/min. climb of 503' per NM to 1300.

NOTE: **Rwy 14**, trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32**, trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

**FRYEBURG, ME**

EASTERN SLOPES RGNL (IZG)

AMDT 4A 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32**, 2200-2 with a min. climb of 471' per NM to 6600.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32**, for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32**, tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.



10266

## GARDNER, MA

GARDNER MUNI (GDM)

AMDT 1 93203 (FAA)

TAKE-OFF-MINIMUMS: **Rwy 18**, 300-1. **Rwy 36**, 500-2.

## GREEN BARRINGTON, MA

WALTER J. KOLADZA (GBR)

AMDT 2 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29**, 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29**, climb runway heading to 2200 before proceeding on course.

## GREENVILLE, ME

GREENVILLE MUNI (3B1)

AMDT 1 94202 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 1000-3.

**Rwys 21, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21**, climb runway heading to 3000 before proceeding on course. **Rwy 32**, climbing right turn heading 005° to 3000 before proceeding on course.

## GREENVILLE SEAPLANE BASE (52B)

AMDT 2 95173 (FAA)

TAKE-OFF MINIMUMS: **North/South**, 600-1.

DEPARTURE PROCEDURE: **North**, climb to 3400 via heading 360° before proceeding on course.

**South**, climb to 3400 via heading 180° before proceeding on course.

## GROTON (NEW LONDON), CT

GROTON-NEW LONDON (GON)

AMDT 7A 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1½ or std. w/ min. climb of 201' per NM to 300. **Rwy 33**, 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33**, climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5**, road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15**, bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23**, bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33**, railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

## HARTFORD, CT

HARTFORD-BRAINARD (HFD)

AMDT 5 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA-Environmental.

**Rwy 20**, 300-1½ or std. w/ min. climb of 217' per NM to 300, alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 1000 before turning left. **Rwy 20**, climb heading 175° to 1300 before turning right.

NOTE: **Rwy 2**, pipe on obstruction light building, beginning 376' from DER, 593' left of centerline, up to 25' AGL/57' MSL. Bushes beginning 587' from DER, 186' left of centerline, up to 10' AGL/54' MSL. Trees beginning 765' from DER, 59' left of centerline, up to 100' AGL/134' MSL. Trees beginning 57' from DER, 46' right of centerline, up to 100' AGL/125' MSL. Obstruction light on levee 189' from DER, on centerline to 154' right of centerline, up to 22' AGL/45' MSL. **Rwy 20**, levee 56' from DER, 453' left of centerline, up to 24' AGL/42' MSL. Trees and bushes beginning 160' from DER, 118' left of centerline, up to 100' AGL/119' MSL. Obstruction light on dike beginning 493' from DER, 277' left of centerline, up to 27' AGL/45' MSL. Spires 1.12 NM from DER, 403' left of centerline, 150' AGL/195' MSL. Lights beginning 196' from DER, 400' right of centerline, up to 24' AGL/42' MSL. Trees beginning 798' from DER, 28' right of centerline, up to 100' AGL/142' MSL. Dam 885' from DER, 52' left of centerline, 27' AGL/45' MSL.

## HAVERHILL, NH

DEAN MEMORIAL (5B9)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions.

**Rwy 19**, NA terrain.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1**, multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.

## HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)

ORIG 04106 (FAA)

NOTE: **Rwy 19**, trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

10266

**HOPEDALE, MA**

HOPEDALE INDUSTRIAL PARK (1B6)

AMDT 2 95341 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36**, 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 900 before turning on course. **Rwy 36**, climb runway heading to 1100 before turning on course.

**HOULTON, ME**

HOULTON INTL (HUL)

AMDT 1 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 5**, 300-1.

**Rwy 19**, 500-1. **Rwy 23**, 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA**

BARNSTABLE MUNI-BOARDMAN/POLANDO

FIELD (HYA)

AMDT 3A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24, 33**, climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33**, pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH**

JAFFREY AIRPORT-SILVER RANCH (AFN)

ORIG 83118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34**, 500-1.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 3000 direct to GDM VOR/DME before proceeding on course.

**Rwy 34**, climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH**

DILLANT-HOPKINS (EEN)

AMDT 5 97282 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 1200-2. **Rwy 14**, 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20**, 1000-2 or std. with a min. climb of 320' per NM to 1700.

**Rwy 32**, 1600-2.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14**, climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32**, climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2**, 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32**, 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH**

LACONIA MUNI (LCI)

AMDT 4 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 600-1 3/4 or std. w/ min. climb of 652' per NM to 1300. **Rwy 26**, 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26**, climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8**, trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26**, trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA**

LAWRENCE MUNI (LWM)

AMDT 3 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14**, 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23**, 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32**, 300-1.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

## LEBANON, NH

LEBANON MUNI (LEB)

AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 w/min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25**, std. w/min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 36**, std. w/min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 075° to 1900 before proceeding on course. **Rwy 18**, climb heading 184° to 3100 before proceeding on course. **Rwy 25**, climb heading 255° to 3100 before proceeding on course. **Rwy 36**, climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36**, - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7**, numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18**, numerous trees, and obstruction light poles beginning 280' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25**, multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL. **Rwy 36**, multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

## LINCOLN, ME

LINCOLN RGNL (LRG)

AMDT 3 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 700-1½ with a minimum climb of 389' per NM to 1100 or 1100-2½ for climb in visual conditions. **Rwy 35**, 300-1 or std. w/min. climb of 453' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 181° to 1100 before proceeding on course. For climb in visual conditions, cross Lincoln Rgnl airport at or above 1200 MSL before proceeding on course. **Rwy 35**, climb heading 346° to 700 before proceeding on course.

NOTE: **Rwy 17**, trees beginning 123' from DER, 296' left of centerline, up to 80' AGL/299' MSL. Trees beginning 447' from DER, 126' right of centerline, up to 80' AGL/289' MSL. Towers beginning 7448' from DER, 2310' left of centerline, up to 191' AGL/869' MSL. **Rwy 35** trees beginning 4' from DER, 284' left of centerline, up to 80' AGL/359' MSL. Trees beginning 252' from DER, 196' right of centerline, up to 80' AGL/369' MSL.

## LYNDONVILLE, VT

CALEDONIA COUNTY (CDA)

AMDT 5 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 500-2.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20**, climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2**, multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20**, multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

## MACHIAS, ME

MACHIAS VALLEY (MVM)

AMDT 1 04162 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36**, 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18**, numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36**, numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

## MANCHESTER, NH

MANCHESTER (MHT)

AMDT9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1½ or std. w/min. climb of 277' per NM to 600. **Rwy 35**, 300-1½ or std. w/min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 058° to 1000 before turning right. **Rwy 24**, climb heading 245° to 900 before proceeding on course. **Rwy 35**, climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6**, trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17**, trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24**, trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35**, trees and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.



**MANSFIELD, MA**

MANSFIELD MUNI (1B9)

AMDT 2 96228 9FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1. **Rwys 4,22**, NA.**MARSHFIELD, MA**MARSHFIELD MUNI-GEORGE HARLOW  
FIELD (GHG)

ORIG 07242 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2¼ or std. w/min.  
climb of 234' per NM to 400.

NOTE: **Rwy 6**, multiple trees beginning 715' from  
departure end of runway, 163' left of centerline, up to 60'  
AGL/69' MSL, boat mast 2608' from departure end of  
runway on centerline, 125' AGL/125' MSL. **Rwy 24**,  
multiple trees beginning 221' from departure end of  
runway, 541' left of centerline, up to 60' AGL/69' MSL,  
trees beginning 810' from departure end of runway, 26'  
right of centerline, up to 60' AGL/69' MSL, multiple trees  
beginning 3077' from departure end of runway, 1022' left  
of centerline, up to 200' AGL/299' MSL, multiple trees  
beginning 9899' from departure end of runway, 493' left  
of centerline, up to 200' AGL/289' MSL, multiple trees  
beginning 1039' from departure end of runway, 1177'  
right of centerline, 200' AGL/299' MSL.

**MERIDEN, CT**

MERIDEN MARKHAM MUNI (MMK)

AMDT 3 07046 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. w/min.  
climb of 235' per NM to 1100. **Rwy 36**, std. w/min.  
climb of 420' per NM to 1600, or 1500-2½ for climb in visual  
conditions.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading  
176° to 1100 before proceeding on course. **Rwy 36**,  
climbing left turn heading 320° to 1600 before  
proceeding on course, or for climb in visual conditions,  
cross Meriden Markham Municipal at or above 1500  
before proceeding on course.

NOTE: **Rwy 18**, 200' AAO 1.9 NM from departure end of  
runway, 3441' left of centerline, 200' AGL/417' MSL.  
200' AAO 1.9 NM from departure end of runway, 3563'  
left of centerline, 200' AGL/417' MSL. Terrain 50' from  
departure end of runway, 440' right of centerline, 109'  
MSL. 200' AAO 1.9 NM from departure end of runway,  
3346' left of centerline, 200' AGL/410' MSL. Terrain  
122' from departure end of runway, 223' right of  
centerline, 105' MSL. 200' AAO 2.5 NM from departure  
end of runway, 1984' left of centerline, 200' AGL/483'  
MSL. 200' AAO 2.5 NM from departure end of runway,  
1889' left of centerline, 200' AGL/489' MSL. Multiple  
powerlines beginning 500' from departure end of runway,  
216' right of centerline, up to 52' AGL/172' MSL.  
Multiple powerlines beginning 781' from departure end  
of runway, 192' left of centerline, up to 52' AGL/150'  
MSL. **Rwy 36**, multiple towers 3 NM from departure end  
of runway, 2284' right of centerline, up to 1117' AGL/  
1220' MSL. Multiple terrain/AAO 2.5 NM from  
departure end of runway, 3748' right of centerline, up to  
200' AGL/903' MSL.

**MILLINOCKET, ME**

MILLINOCKET MUNI (MLT)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 400-3 or std. w/min.  
climb of 535' per NM to 1000.**Rwy 34**, 400-2½ or std. w/min. climb of 351' per NM to  
900.

DEPARTURE PROCEDURE: **Rwy 11**, climb via  
heading 107° and MLT R-330 to MLT VOR/DME  
thence... **Rwy 16**, climb via heading 156° and MLT R-309  
to MLT VOR/DME thence... **Rwy 29**, climb via heading  
287° to 1000 then climbing left turn via heading 152° and  
MLT R-290 to MLT VOR/DME thence... **Rwy 34**,  
climbing right turn via heading 156° and MLT R-344 to  
MLT VOR/DME thence...

...continue climb in MLT VOR/DME holding pattern  
(Southeast, Right Turns, 319° inbound) to cross MLT  
VOR/DME at or above 3000 before proceeding on  
course.

NOTE: **Rwy 11**, bushes beginning 82' from DER, 25' left  
of centerline, up to 16' AGL/406' MSL. Trees beginning  
49' from DER, 258' left of centerline, up to 100' AGL/  
489' MSL. Trees beginning 52' from DER, 247' right of  
centerline, up to 100' AGL/489' MSL. Trees beginning  
1685' from DER, left and right of centerline, up to 100'  
AGL/519' MSL. **Rwy 16**, vehicle 311' from DER, left and  
right of centerline, 15' AGL/393' MSL. Trees beginning  
84' from DER, 272' left of centerline, up to 64' AGL/444'  
MSL. Trees beginning 20' from DER, 247' right of  
centerline, up to 66' AGL/436' MSL. Trees beginning  
791' from DER, left and right of centerline, up to 100'  
AGL/489' MSL. **Rwy 29**, antenna, towers, powerlines,  
and stacks beginning 294' from DER, 250' left of  
centerline, up to 302' AGL/782' MSL. Obstacle light on  
localizer, antenna, and powerlines beginning 301' from  
DER, 1' right of centerline, up to 114' AGL/584' MSL.  
Trees beginning 300' from DER, 395' left of centerline,  
up to 62' AGL/452' MSL. Trees beginning 705' from  
DER, 237' right of centerline, up to 78' AGL/678' MSL.  
**Rwy 34**, trees beginning 28' from DER, 249' right of  
centerline, up to 113' AGL/729' MSL. Trees beginning  
261' from DER, 317' left of centerline, up to 67' AGL/  
457' MSL. Tower 11162' from DER, 470' right of  
centerline, 310' AGL/708' MSL.

**MONTAGUE, MA**

TURNERS FALLS (0B5)

AMDT 1 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 1200-1. **Rwy 34**,  
1300-1 or std. with a min. climb rate of 370' per NM to  
1900.**MORRISVILLE, VT**

MORRISVILLE-STOWE STATE (MVL)

AMDT 2 94314 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2000-2 or std. with a  
min. climb of 300' per NM to 2400. **Rwy 19**, 2100-3.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn  
direct JRV NDB, continue climb to 2400 via the JRV  
bearing 050°, then climbing right turn direct to JRV  
NDB, continue climb in hold (NE, left turns, 230°  
inbound) to 3500 before proceeding on course. **Rwy 19**,  
climbing right turn direct JRV NDB and climb in the  
hold (NE, left turns, 230° inbound) to 3500 before  
proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B  
aircraft only.



**NANTUCKET, MA**

NANTUCKET MEMORIAL (ACK)

AMDT 3 98281 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 700-1 or std. with a min. climb of 330' per NM to 800.DEPARTURE PROCEDURE: **Rwys 6, 12, 15, 24, 30, 33**, climb runway heading to 800 before proceeding on course.NOTE: **Rwy 33**, 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.**NASHUA, NH**

BOIRE FIELD (ASH)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 319° to 900 before proceeding on course.NOTE: **Rwy 14**, REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL.**Rwy 32**, multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.**NEW BEDFORD, MA**

NEW BEDFORD RGNL (EWB)

AMDT 7 99028 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 32**, 300-1 or std. with a min. climb of 270' per NM to 300.**NEW HAVEN, CT**

TWEED-NEW HAVEN (HVN)

AMDT 5 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1. **Rwy 32**, 400-1½ or std. with a min. climb of 461' per NM to 600.DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 1900 before turning left. **Rwy 32**, climb heading 324° to 1500 before turning right.NOTE: **Rwy 2**, trees beginning 1231' from DER, 391' left of centerline, up to 90' AGL/269' MSL. Terrain 676' from DER, 572' left of centerline, 49' MSL. Antenna 960' from DER, 550' left of centerline, 44' AGL/93' MSL. Pole 1101' from DER, 226' left of centerline, 58' AGL/87' MSL. Road and vehicle 348' from DER, 10' right of centerline, 15' AGL/39' MSL. Fence 162' from DER, 302' right of centerline, 9' AGL/22' MSL. Building 124' from DER, 525' right of centerline, 51' AGL/64' MSL. Trees beginning 290' from DER, 456' right of centerline, up to 90' AGL/143' MSL. **Rwy 14**, trees beginning 66' from DER, 30' left of centerline, up to 90' AGL/116' MSL. Trees beginning 124' from DER 31' right of centerline, up to 90' AGL/126' MSL. **Rwy 20**, bush 58' from DER, 272' left of centerline, 3' AGL/20' MSL. Trees beginning 306' from DER, 399' left of centerline, up to 80' AGL/99' MSL. Pole 68' from DER, 498' right of centerline, 23' AGL/42' MSL. Trees beginning 222' from DER, 491' right of centerline, up to 77' AGL/96' MSL. **Rwy 32**, pole 213' from DER, 222' left of centerline, 15' AGL/24' MSL. Trees beginning 169' left of centerline, up to 65' AGL/124' MSL. Pole 1121' from DER, 55' left of centerline, 23' AGL/72' MSL. Poles 731' from DER, 139' right of centerline, 23' AGL/36' MSL. Antenna 617' from DER, 336' right of centerline, 40' AGL/72' MSL. Trees beginning 1253' from DER, 311' right of centerline, up to 71' AGL/150' MSL.**NEWPORT, RI**

NEWPORT STATE (UUU)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2½ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16**, 200-1 or std. w/min. climb of 430' per NM to 400.DEPARTURE PROCEDURE: **Rwy 4**, climb heading 039° to 1200 before proceeding on course.NOTE: **Rwy 4**, trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16**, tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34**, terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.



## NEWPORT, VT

NEWPORT STATE (EFK)

AMDT 2 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23**, 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5**, climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18, 23**, climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36**, climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

## NORRIDGEWOCK, ME

CENTRAL MAINE AIRPORT OF

NORRIDGEWOCK (OWK)

AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1. **Rwy 15**, 300-1 or std. with a min. climb rate of 300' until passing 700.

**Rwy 21**, 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 800 before turning southeast. **Rwy 33**, climbing right turn direct AUG VOR/DME before proceeding on course.

## NORTH KINGSTOWN, RI

QUONSET STATE (OQU)

ORIG 99308 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16**, 300-1 or std. with a min. climb of 250' per NM to 300.

## NORTHAMPTON, MA

NORTHAMPTON (7B2)

AMDT 3 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 1300-2. **Rwy 32**, 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14**, climb runway heading to 1300 before proceeding on course. **Rwy 32**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14**, 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

## NORWOOD, MA

NORWOOD MEMORIAL (OWD)

AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 1/4 or std. w/ min. climb of 340' per NM to 400. **Rwy 17**, 300-2 1/4 or std. w/ min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28**, 400-2 or std. w/ min. climb of 385' per NM to 400. **Rwy 35**, 300-2 or std. w/ min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 104° to 1100 before turning north. **Rwy 28**, climb heading 284° to 700 before turning north. **Rwy 35**, climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10**, trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17**, trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree 1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28**, trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35**, trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133' MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



**OLD TOWN, ME**

DEWITT FIELD OLD TOWN MUNI (OLD)  
ORIG 07270 (FAA)

NOTE: **Rwy 4**, trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL. **Rwy 12**, trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL. **Rwy 22**, trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30**, trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA**

ORANGE MUNI (ORE)  
ORIG 75247 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 14, 19, 32**, 800-1.  
DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT**

WATERBURY-OXFORD (OXC)  
AMDT 5 06327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1 or std. w/ a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18**, multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36**, multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME**

OXFORD COUNTY RGNL (81B)  
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33**, climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15**, multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33**, multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI**

NORTH CENTRAL STATE (SFZ)  
AMDT 3 09127 (FAA)

NOTE: **Rwy 5**, tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15**, trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23**, multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33**, multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA**

PITTSFIELD MUNI (PSF)  
AMDT 2 99198 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA.  
**Rwy 8**, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26**, 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course. **Rwy 26**, climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8**, 120' AGL tree 370' from departure end of runway, 533' right of centerline.

**PITTSFIELD, ME**

PITTSFIELD MUNI (2B7)

AMDT 2 10154 (FAA)

NOTE: **Rwy 18**, trees beginning 86' from DER, left and right of centerline, up to 80' AGL/259' MSL. **Rwy 36**, aircraft 49' from DER, 156' left of centerline, 17' AGL/216' MSL. Vehicle 139' from DER, 452' left of centerline, 15' AGL/214' MSL. Trees beginning 884' from DER, 235' right of centerline, up to 80' AGL/310' MSL.

**PLYMOUTH, MA**

PLYMOUTH MUNI (PYM)

AMDT 2 98029 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15**, 300-1. **Rwy 24**, 300-1 or std. with a min. climb of 220' per NM to 400.

**Rwy 33**, 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 900 before proceeding on course.

**PORTLAND, ME**

PORTLAND INTL JETPORT (PWM)

AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1½ or std. w/ min. climb of 270' per NM to 400. **Rwy 36**, 400-2½ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11**, trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18**, towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29**, trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36**, towers beginning 2.1NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

**PORTSMOUTH, NH**

PORTSMOUTH INTL AT PEASE (PSM)

ORIG 07214 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, use PEASE DEPARTURE.

NOTE: **Rwy 34**, building 519' from DER, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from DER, 1090' right of centerline, up to 90' AGL/170' MSL.

**PRESQUE ISLE, ME**

NORTHERN MAINE RGNL AIRPORT AT

PRESQUE ISLE (PQI)

AMDT 4 97114 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10**, 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19**, 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1200 before proceeding on course. **Rwy 10**, climb runway heading to 1700 before proceeding on course.

**PRINCETON, ME**

PRINCETON MUNI (PNN)

ORIG 81358 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, climbing right turn direct PNN VOR/DME before proceeding on course.

**PROVIDENCE, RI**

THEODORE FRANCIS GREEN STATE (PVD)

AMDT 12 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16**, multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34**, vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.



**PROVINCETOWN, MA**

PROVINCETOWN MUNI (PVC)

ORIG 07214 (FAA)

NOTE: **Rwy 7**, trees beginning 133' from DER, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from DER, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25**, bush 376' from DER, 575' right of centerline, 12' AGL/21' MSL.

**RANGELEY, ME**

RANGELEY LAKE SEAPLANE BASE (M57)

ORIG 94146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA. **Rwy 24**, 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6**, NA. **Rwy 24**, climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

STEVEN A. BEAN MUNI (8B0)

ORIG 92093 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 600-2.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32**, climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.

**ROCHESTER, NH**

SKYHAVEN (DAW)

AMDT 6 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 33**, climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VORTAC R-095 to 3000 before proceeding on course.

NOTE: **Rwy 15**, trees beginning 450' from DER, 295' left of centerline, up to 110' AGL/400' MSL. Trees and poles beginning 111' from DER, 389' right of centerline, up to 57' AGL/367' MSL. **Rwy 33**, trees beginning 200' from DER, 154' right of centerline, up to 120' AGL/443' MSL. Trees beginning 106' from DER, 160' left of centerline, up to 103' AGL/406' MSL.

**ROCKLAND, ME**

KNOX COUNTY RGNL (RKD)

ADMT 4 04218 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31**, std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31**, for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3**, multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway, 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13**, multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21**, multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31**, multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

**RUTLAND, VT**

RUTLAND-SOUTHERN VERMONT RGNL

(RUT)

AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions.

**Rwy 13**, NA-obstacles. **Rwy 19**, std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions. **Rwy 31**, std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

**Rwy 19**, climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31**, climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1**, tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19**, trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31**, tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

**SANFORD, ME**

SANFORD RGNL (SFM)

AMDT 2 86128

TAKE-OFF MINIMUMS: **Rwys 25, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 25**, climb straight ahead to 1600 before proceeding on course.

**Rwy 32**, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7**, trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

**SOUTHBRIDGE, MA**

SOUTHBRIDGE MUNI (3B0)

AMDT 3 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. with a min. climb of 370' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 1800 before turning right.

NOTE: **Rwy 2**, trees beginning 597' from DER, 58' left of centerline, up to 100' AGL/913' MSL. Tree 812' from DER, 197' right of centerline, 100' AGL/791' MSL.

**Rwy 20**, trees beginning 70' from DER, 309' right of centerline, up to 78' AGL/740' MSL. Tree 1044' from DER, 395' left of centerline, 43' AGL/732' MSL.

10266

**SPRINGFIELD, VT**

HARTNESS STATE (SPRINGFIELD) (HIE)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29**, NA Obstacles.**Rwy 23**, 900-3 or std. with a min. climb of 362' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 23**, climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.NOTE: **Rwy 23**, numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.**STOW, MA**

MINUTE MAN AIRFIELD (6B6)

AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 400-2% or std. w/ min.climb of 420' per NM to 700. **Rwy 12**, NA-Environmental. **Rwy 21**, 400-2% or std. w/ min. climb of 600' per NM to 600.DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 800 before proceeding on course. **Rwy 21**, climb heading 212° to 1600 before proceeding on course.NOTE: **Rwy 3**, trees beginning 9' from DER, 244' right of centerline, up to 80' AGL/434' MSL. Trees beginning 246' from DER, 168' left of centerline, up to 80' AGL/652' MSL. **Rwy 21**, trees beginning 11' from DER, 188' right of centerline, up to 80' AGL/385' MSL. Trees beginning 11' from DER, 198' left of centerline, up to 80' AGL/365' MSL. Trees beginning 529' from DER, left and right of centerline, up to 80' AGL/574' MSL. Tower 1.6 NM from DER, 2483' left of centerline, 118' AGL/511' MSL.**TAUNTON, MA**

TAUNTON MUNI-KING FIELD (TAN)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Turf runway.**Rwy 12**, 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30**, 200-1 or std. w/ min climb of 291' per NM to 300.NOTE: **Rwy 12**, Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30**, Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.**VINEYARD HAVEN, MA**

MARTHAS VINEYARD (MVY)

ORIG 07074 (FAA)

NOTE: **Rwy 6**, multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15**, light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24**, multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33**, bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.**WATERVILLE, ME**

WATERVILLE ROBERT LAFLEUR (WVL)

ORIG 82133 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 300-1.**WEST DOVER, VT**

MOUNT SNOW (4V8)

AMDT 1 05188 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19**, std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 1**, climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19**, climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500.NOTE: **Rwy 1**, brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL; trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19**, brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

10266



## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



10266

## WESTERLY, RI

WESTERLY STATE (WST)

AMDT 2 02164 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32**, 300-1 or std. with a min. climb of 218' per NM to 300.

DEPARTURE PROCEDURE: **All Runways**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 14**, multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25**, multiple trees from 4180 to 6600' from departure end of runway, 10 to 500' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32**, multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

## WESTFIELD, MA

BARNES MUNI (BAF)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 204' per NM to 600 or, alternatively, with standard take-off minimums a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to DER. **Rwy 15**, 400-2 or std. w/ a min. climb of 404' per NM to 700. **Rwy 33**, std. w/ min. climb of 323' per NM to 2000, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 1700 before proceeding on course. **Rwy 15**, climb heading 154° to 1300 before proceeding on course. **Rwy 20**, climb heading 204° to 1500 before proceeding on course. **Rwy 33**, climb heading 334° to 1900 before proceeding on course, or for climb in visual conditions: cross Barnes Muni airport at or above 1600 MSL before proceeding on course.

NOTE: **Rwy 2**, trees beginning 1186' from DER, 144' left of centerline, up to 100' AGL/385' MSL. Trees beginning 1098' from DER, 431' right of centerline, up to 100' AGL/465' MSL. **Rwy 15**, trees beginning 245' from DER, 74' left of centerline, up to 100' AGL/576' MSL. Bush 245' from DER, 285' left of centerline, up to 20' AGL/265' MSL. Obstruction light on tank 4773' from DER, 1315' left of centerline, 190' AGL/440' MSL. Trees beginning 360' from DER, 8' right of centerline, up to 100' AGL/508' MSL. **Rwy 20**, trees beginning 18' from DER, 47' left of centerline, up to 100' AGL/321' MSL. Trees beginning 541' from DER, 38' right of centerline, up to 100' AGL/329' MSL. **Rwy 33**, trees and bush beginning 151' from DER, 138' left of centerline, up to 100' AGL/383' MSL. Obstruction light on radio tower and towers beginning 1.50 NM from DER, 2641' left of centerline, up to 305' AGL/545' MSL. Trees beginning 311' from DER, 35' right of centerline, up to 100' AGL/513' MSL.

## WESTOVER ARB/METROPOLITAN, (KCEF)

SPRINGFIELD/CHICOPEE, MA

..... Rwy 5, 900-3\*  
Rwy 33, 1400-3\*\*

\* Or standard with minimum climb of 250'/NM to 900.

\*\* Or standard with minimum climb of 320'/NM to 1400.

RWY 15: 307' tree 1013' from departure end of RWY, 526' left of extended centerline, 294' tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

## WHITEFIELD, NH

MOUNT WASHINGTON RGNL (HIE)

AMDT 4 02052 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28**, 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28**, climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10**, 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28**, 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

10266



## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



NE-1



## WILLIMANTIC, CT

WINDHAM (IJD)

AMDT 5 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, std. w/min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18**, 300-2 or std. w/min. climb of 408' per NM to 700. **Rwy 27**, 400-2 or std. w/min. climb of 290' per NM to 700. **Rwy 36**, std. w/min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18**, climb heading 170° to 1200 before turning right. **Rwy 27**, climb heading 269° to 800 before proceeding on course. **Rwy 36**, for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9**, trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18**, trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27**, obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centerline, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36**, trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

## WINDSOR LOCKS, CT

BRADLEY INTL (BDL)

AMDT 3 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, std. w/min. climb of 326' per NM to 1000, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, Climb heading 013° to 1000 before turning left. **Rwy 33**, Climb heading 328° to 1000 or for climb in visual conditions: cross Bradley Intl airport at or above 1200 before proceeding on course.

NOTE: **Rwy 1**, vehicle on roadway 342' from DER, 564' left of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' right of centerline, up to 100' AGL/299' MSL. **Rwy 6**, trees beginning 21' from DER, 464' left of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' right of centerline, up to 100' AGL/231' MSL. **Rwy 15**, vehicle on roadway 531' from DER, 606' left of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' left of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' right of centerline, up to 15' AGL/184' MSL. Tree 1520' from DER, 786' right of centerline, up to 100' AGL/259' MSL. **Rwy 24**, trees beginning 3066' from DER, 599' left of centerline, up to 100' AGL/269' MSL. Obstruction light on fence 1239' from DER, 784' left of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' right of centerline, up to 100' AGL/299' MSL. **Rwy 33**, trees beginning 1590' from DER, 275' left of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' left of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' right of centerline, up to 100' AGL/263' MSL.

## WISCASSET, ME

WISCASSET (IWI)

AMDT 2 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-2 or std. with a min. climb of 232' per NM to 400, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 7**, trees beginning 115' from DER, right of and left of centerline, up to 80' AGL/149' MSL. Vehicle on road, 537' from DER, right and left of centerline, 17' AGL/76' MSL. T-L towers beginning 3144' from DER, right and left of centerline, 141' AGL/206' MSL. Trees beginning 3643' from DER, 1311' right of centerline, up to 80' AGL/179' MSL. Pole 400' from DER, 500' left of centerline, 35' AGL/85' MSL. Trees beginning 1.38 NM from DER, 285' right of centerline, up to 80' AGL/299' MSL. **Rwy 25**, vehicles on roads beginning 30' from DER, right and left of centerline, 15' AGL/84' MSL. Trees beginning 739' from DER, 111' left of centerline, up to 80' AGL/149' MSL. Trees beginning 501' from DER, 252' right of centerline, up to 80' AGL/189' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010

# WORCESTER, MA

WORCESTER RGNL (ORH)

AMDT 8 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1 or std. with a min. climb of 323' per NM to 1300. **Rwy 33**, 700-3 or std. with a min. climb of 394' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 289° to 1600 before turning right. **Rwy 33**, climb heading 333° to 2000 before turning right

NOTE: **Rwy 15**, trees beginning 130' from DER, 333' right of centerline, up to 100' AGL/1011' MSL. Trees beginning 63' from DER, 250' left of centerline, up to 100' AGL/1003' MSL. **Rwy 29**, trees beginning 55' from DER, 464' right of centerline, up to 100' AGL/1192' MSL. Trees beginning 617' from DER, 621' left of centerline, up to 100' AGL/1109' MSL. **Rwy 33**, trees beginning 212' from DER, 124' left of centerline, up to 100' AGL/1043' MSL. Trees beginning 499' from DER, 339' right of centerline, up to 100' AGL/1418' MSL. Rising terrain beginning 1.5 NM from DER, 1491' right of centerline, up to 1385' MSL. Rod on pole 1.3 NM from DER, 1325' left of centerline, up to 76' AGL/1224' MSL. Rod on pole 1.4 NM from DER, 195' right of centerline, up to 90' AGL/1257' MSL. Rod on pole 1.6 NM from DER, 2120' right of centerline, up to 107' AGL/1402' MSL. Tower 1.8 NM from DER, 3415' right of centerline, up to 106' AGL/1500' MSL. Tower 2.3 NM from DER, 4087' right of centerline, up to 366' AGL/1674' MSL.

23 SEP 2010 to 21 OCT 2010

23 SEP 2010 to 21 OCT 2010



**BARRE-MONTPELIER****EDWARD F KNAPP STATE** (MPV) 3 W UTC-5(-4DT) N44°12.21' W72°33.74'**MONTREAL**1166 B S4 FUEL 100LL, JET A NOTAM FILE MPV  
RWY 17-35: H5002X100 (ASPH) S-31, D-70, 2S-88 MIRL 1.5% up SH-11D, 12K, L-32G  
IAP

RWY 17: MALSR. PAPI(P4L)-GA 3.0° TCH 50'. Trees.

RWY 35: REIL. Thld dspcd 487'. Tree.

RWY 05-23: H4022X100 (ASPH) S-30, D-46 0.7% up SW

RWY 05: Thld dspcd 516'. Tree. RWY 23: Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z. No snow removal on Rwy 05-23; rwy CLOSED when snow covered. Field condition report may not be avbl and/or current at ngt. Rwy conditions may not be monitored or reported when the arpt is unattended. Jet traffic do not use southern most twy stub. 150' turn-arounds at both ends of Rwy 17 and 35. UNICOM base station not manned continuously. ACTIVATE MIRL Rwy 17-35 and MALSR Rwy 17-CTAF.**WEATHER DATA SOURCES:** ASOS 132.675 (802) 229-2037.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MONTPELIER RCO 122.6 122.2 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.

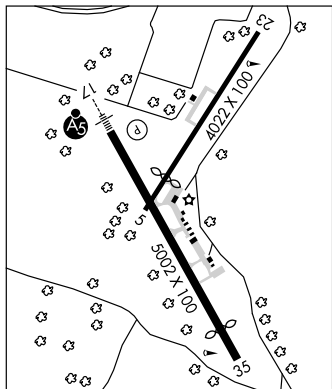
MONTPELIER (L) VOR/DME 110.8 MPV Chan 45 N44°05.13' W72°26.96'

341° 8.6 NM to fld. 2080/16W.

MOUNT MANSFIELD NDB (MHW) 268 VKN N44°23.20' W72°41.61' 167° 12.0 NM to fld.

NDB unusable 060°-200° beyond 19 NM.

ILS/DME 108.7 I-MPV Chan 24 Rwy 17. Class IA. DME unmonitored.

**BASIN HARBOR** (See VERGENNES)**BENNINGTON****WILLIAM H. MORSE STATE** (DDH) 3 W UTC-5(-4DT) N42°53.47' W73°14.77'**NEW YORK**

827 B S4 FUEL 100LL, JET A NOTAM FILE BTV

L-32G, 33B, 34J  
IAP

RWY 13-31: H3704X75 (ASPH) S-12.5 MIRL 0.9% up SE

RWY 13: REIL. PAPI(P4L)-GA 4.0° TCH 45'. Hill.

RWY 31: REIL. PAPI(P4R)-GA 4.0° TCH 45'. Ground. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-2200Z. Sat-Sun on call.

For arpt attendance call 802-753-5212. Call 802-379-7175 or 802-753-5229 for on-call scvs only. 100LL self-svc avbl 24 hrs. Mountains all quadrants. Geese on and invof arpt. Rwy 13 thld hazardous bird activity. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise abatement procedures in effect. Avoid overflying homes SE of arpt. Noise sensitive area apch end Rwy 31. Preferred use rwy is Rwy 13. If practical acft departing Rwy 13 use best climb rate and when above 400 ft AGL turn left within 1 mile of departure end of Rwy 13. Air traffic pattern ops prohibited south of Rwy 13 and Rwy 31. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31-CTAF.

**WEATHER DATA SOURCES:** ASOS 135.925**COMMUNICATIONS:** CTAF/UNICOM 122.8

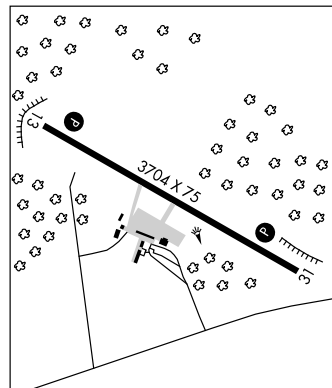
① ALBANY APP/DEP CON 132.825

GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.

CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42°59.66' W73°20.64' 159° 7.5 NM to fld. 1490/14W.

HIWAS.



LOC/DME I-MPV <b>108.7</b> Chan <b>24</b>	APP CRS <b>168°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>1135</b> <b>1165</b>
---	------------------------	-----------------------------	---

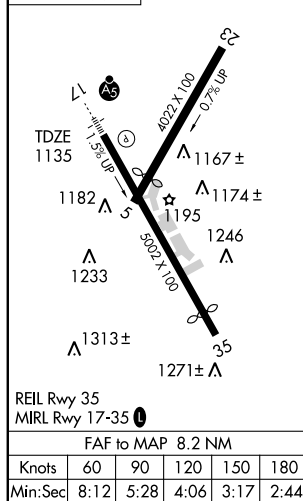
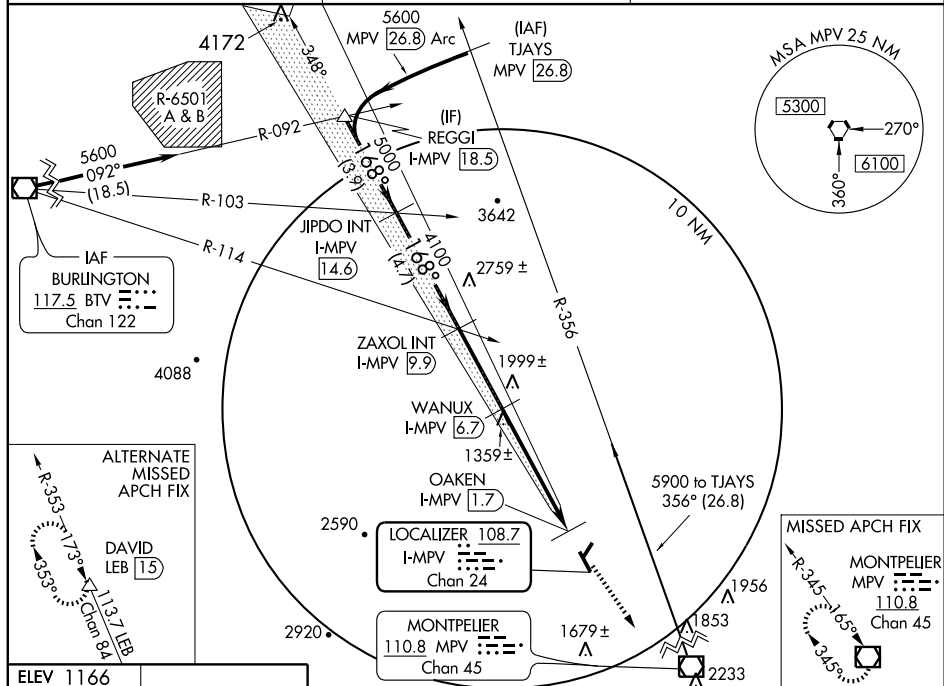
# ILS or LOC RWY 17

BARRE/EDWARD F. KNAPP STATE (MPV)

**⚠** Inoperative table does not apply to S-LOC 17 Cats A and B. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-ILS 17 all Cats visibility to 1 1/4 mile, and WANUX Fix minimums S-LOC 17 Cat A and B visibility to 1 mile.

**MALSR** **⚠** MISSED APPROACH: Climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS <b>132.675</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF)</b>
------------------------	-------------------------------------	-------------------------------



Procedure Turn NA	REGGI I-MPV [18.5]	JIPDO I-MPV [14.6]	ZAXOL I-MPV [9.9]	WANUX I-MPV [6.7]	OAKEN I-MPV [1.7]	*LOC only	5200	MPV 110.8
GS 3.00° TCH 50	5600	5000	4100	4100	*3000			
Use I-MPV DME when on Localizer course.								
	3.9 NM	4.7 NM	3.3 NM	5 NM	0.8			
CATEGORY	A	B	C	D				
S-ILS 17		1435-3/4	300 (300-3/4)					
S-LOC 17	3000-1 1/4 1865 (1900-1 1/4)	3000-1 1/2 1865 (1900-1 1/2)	3000-2 1/2	1865 (1900-2 1/2)				
CIRCLING	3000-1 1/4 1834 (1900-1 1/4)	3000-1 1/2 1834 (1900-1 1/2)	3000-3	1834 (1900-3)				
WANUX FIX MINIMUMS								
S-LOC 17	1780-3/4	645 (700-3/4)	1780-1 1/4 645 (700-1 1/4)	1780-1 1/2 645 (700-1 1/2)				
CIRCLING	1940-1 774 (800-1)	1940-1 1/4 774 (800-1 1/4)	1940-2 1/4 774 (800-2 1/4)	2480-3 1314 (1400-3)				

BARRE-MONTPELIER, VERMONT

Amdt 6A 03JUN10

BARRE/EDWARD F. KNAPP STATE (MPV)

44° 12'N - 72° 34'W

# ILS or LOC RWY 17

NE-1, 23 SEP 2010 to 21 OCT 2010

NE-1, 23 SEP 2010 to 21 OCT 2010

WAAS CH <b>69611</b> <b>W17A</b>	APP CRS <b>168°</b>	Rwy ldg TDZE Apt Elev	<b>5002</b> <b>1135</b> <b>1166</b>
--	------------------------	-----------------------------	---

# RNAV (GPS) RWY 17

BARRE/EDWARD F. KNAPP STATE (MPV)

**▼** For inoperative MALS, increase LNAV Cats A and B visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Morrisville altimeter setting and increase LPV DA to 1970 and all MDA 520 feet, increase LPV all Cats visibility 1¾ mile, LNAV Cat B ¼ mile, Cat C 1½ mile, Cat D 1¼ mile, Circling Cats A and B ¼ mile and Cat C ¾ mile. LNAV/VNAV NA, VDP NA with Morrisville altimeter setting.

MALS

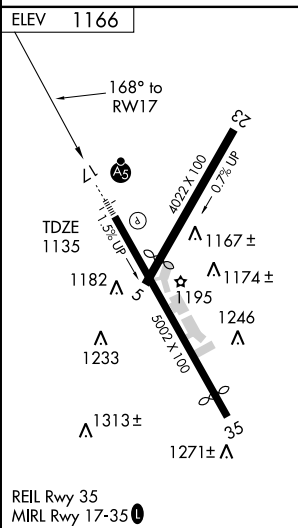
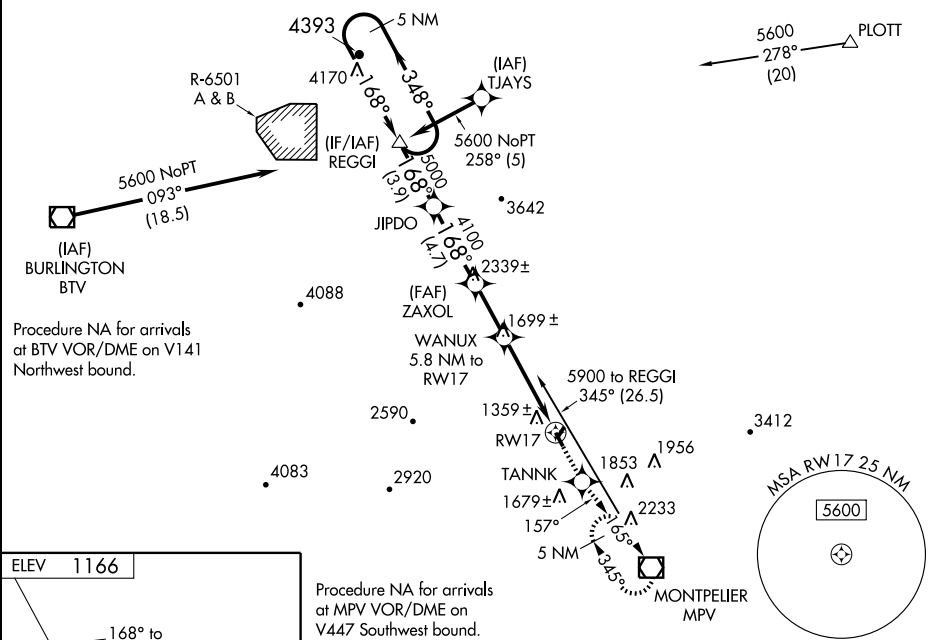


**MISSED APPROACH:**  
Climb to 5200 direct TANNK and on track 157° to MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS  
**132.675**

BOSTON CENTER  
**135.7 282.2**

UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals at MPV VOR/DME on V447 Southwest bound.

5 NM Holding Pattern				5200	TANNK	tr 157°	MPV
REGGI				↑	✦	157°	☐
JIPDO				5000	4100	3020	
ZAXOL				4100	3020		
WANUX				5.8 NM to RW17	1.7 NM to RW17		
RW17							
CATEGORY	A	B	C	D			
LPV DA	1465-¾			330 (300-¾)			
LNAV/VNAV DA	1768-2			633 (700-2)			
LNAV MDA	1680-¾	545 (600-¾)	1680-1	545 (600-1)	1680-1¼	545 (600-1¼)	
CIRCLING	1940-1	1940-1¼	1940-2¼	2480-3	1314 (1400-3)		
	774 (800-1)	774 (800-1¼)	774 (800-2¼)				

APP CRS **348°**  
Rwy Idg **4515**  
TDZE **1158**  
Apt Elev **1166**

# RNAV (GPS) RWY 35

BARRE/EDWARD F. KNAPP STATE (MPV)

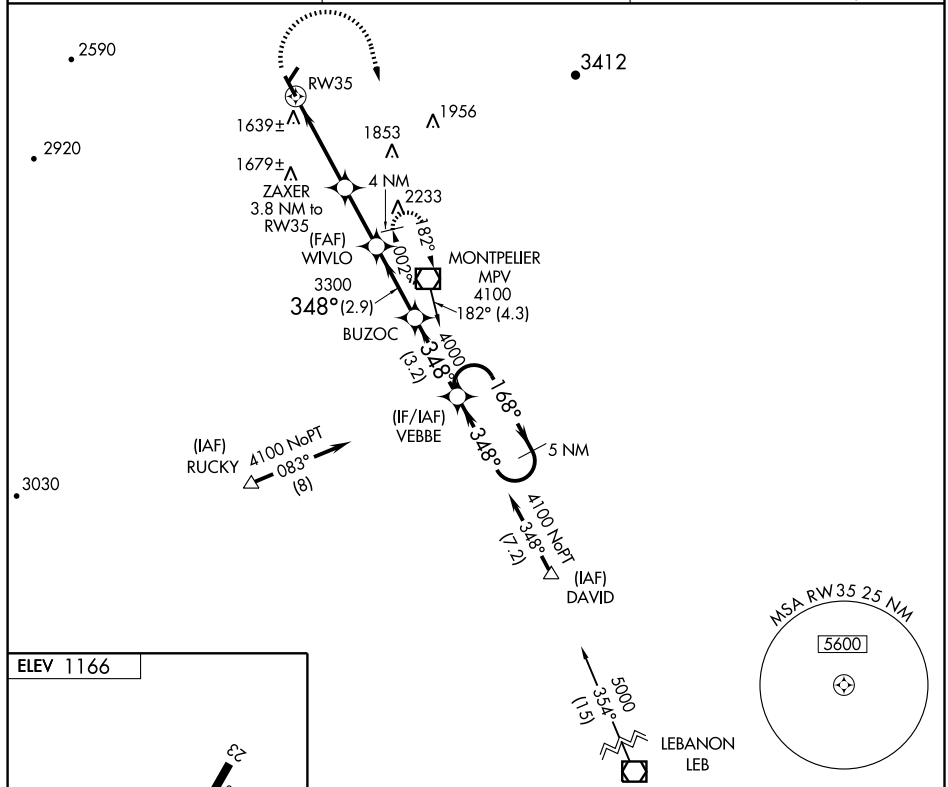
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When using Morrisville altimeter setting straight-in minimums NA.  
When local altimeter setting not received, use Morrisville altimeter setting and increase circling MDA 520 feet, increase Cat A and B visibility  $\frac{1}{4}$  mile and Cat C  $\frac{1}{2}$  mile.


**MISSED APPROACH:** Climbing right turn to 4100 direct MPV VOR/DME and hold.

ASOS  
**132.675**

BOSTON CENTER  
**135.7 282.2**

UNICOM  
**122.8 (CTAF) 0**



4100	<div><div>MPV</div><div></div><div>110.8</div></div>	*3000 when using Morrisville altimeter setting.			
<div><div><div><div><div><div></div><div>4100</div></div><div><div></div><div>5 NM</div></div><div><div></div><div>Holding Pattern</div></div></div><div><div></div><div>VEBBE</div></div><div><div></div><div>BUZOC</div></div><div><div></div><div>WIVLO</div></div><div><div></div><div>ZAXER</div></div><div><div></div><div>3.8 NM to RW35</div></div><div><div></div><div>3.20°</div></div><div><div></div><div>TCH 40</div></div><div><div></div><div>2480*</div></div><div><div></div><div>3300</div></div><div><div></div><div>4000</div></div><div><div></div><div>348°</div></div><div><div></div><div>168°</div></div><div><div></div><div>4100</div></div></div></div></div>					
<div><div><div><div></div><div>3.8 NM</div></div><div><div></div><div>2.4 NM</div></div><div><div></div><div>2.9 NM</div></div><div><div></div><div>3.2 NM</div></div></div></div>					
CATEGORY	A	B	C	D	
LNAV MDA	2000-1 842 (900-1)	2000-1¼ 842 (900-1¼)	2000-2½ 842 (900-2½)	2000-2¾ 842 (900-2¾)	
CIRCLING	2000-1 834 (900-1)	2000-1¼ 834 (900-1¼)	2000-2½ 834 (900-2½)	2480-3 1314 (1400-3)	

VOR/DME MPV <b>110.8</b> Chgn <b>45</b>	APP CRS <b>340°</b>	Rwy Idg <b>4515</b> TDZE <b>1157</b> Apt Elev <b>1165</b>
---	------------------------	---

VOR/DME RWY 35  
BARRE/EDWARD F. KNAPP STATE (MPV)

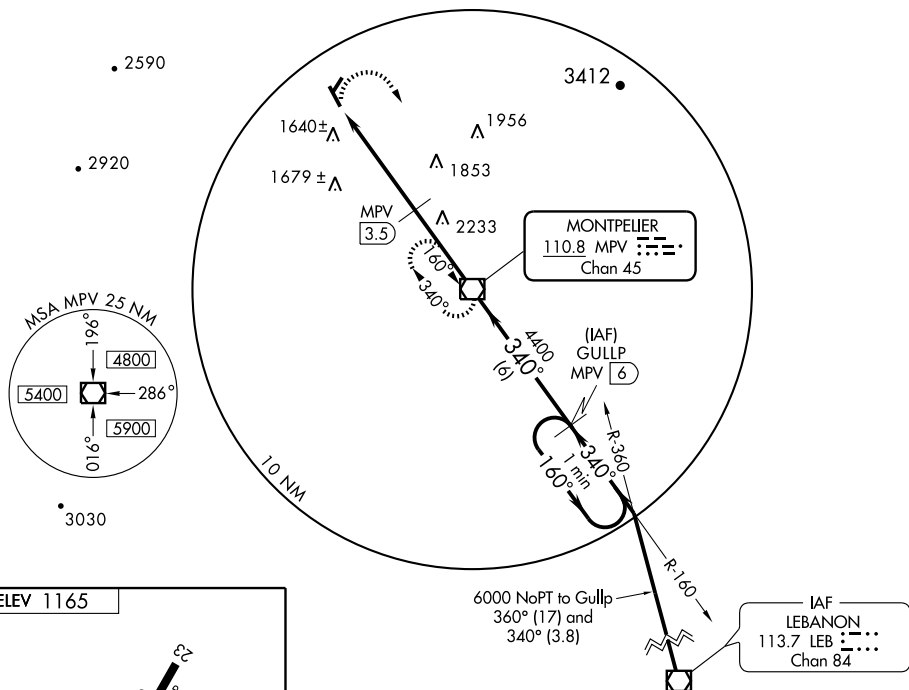


**MISSED APPROACH:** Climbing right turn to 6000 direct MPV VOR/DME and hold.

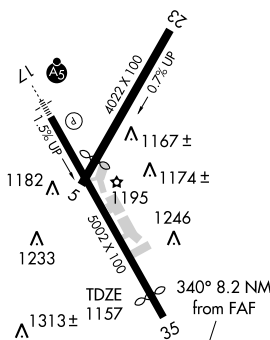
ASOS  
132.675

BOSTON CENTER  
135.7 282.2

UNICOM  
122.8 (CTAF) **L**

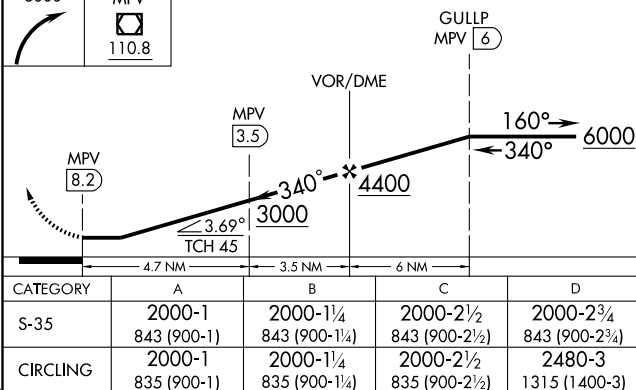
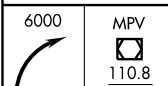


ELEV 1165



REIL Rwy 35  
MIRL Rwy 17-35 **L**

BARRE-MONTPELIER, VERMONT  
Amdt 1A 09351



BARRE/EDWARD F. KNAPP STATE (MPV)

VOR/DME RWY 35

**NE-1, 23 SEP 2010 to 21 OCT 2010**

NE-1. 23 SEP 2010 to 21 OCT 2010

44°12'N - 72°34'W

VOR/DME MPV <b>110.8</b> Chan <b>45</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev <b>1157</b> <b>1165</b>
---	------------------------	---

# VOR RWY 35

BARRE/EDWARD F. KNAPP STATE (MPV)

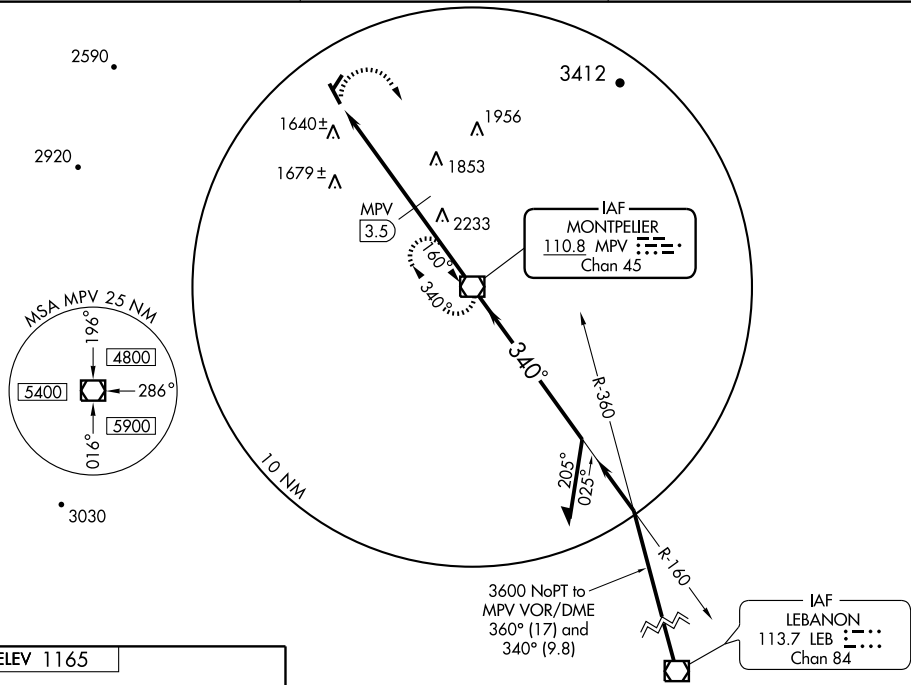


MISSED APPROACH: Climbing right turn to 4000 direct MPV VOR/DME and hold.

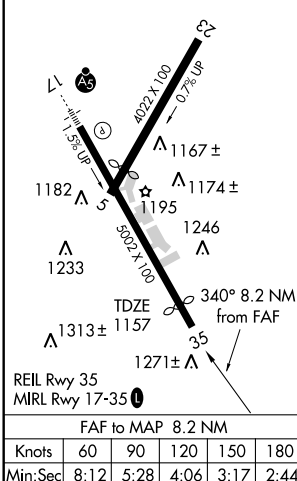
ASOS  
**132.675**

BOSTON CENTER  
**135.7 282.2**

UNICOM  
**122.8** (CTAF) **0**



ELEV 1165



4000	MPV 110.8	MPV 3.5	VOR/DME	Remain within 10 NM
MPV 8.2	2700	3600	160°	340°
4.7 NM	3.5 NM			
CATEGORY	A	B	C	D
S-35	2700-1¼ 1543 (1600-1¼)	2700-1½ 1543 (1600-1½)	2700-3	1543 (1600-3)
CIRCLING	2700-1¼ 1535 (1600-1¼)	2700-1½ 1535 (1600-1½)	2700-3	1535 (1600-3)
DME MINIMUMS				
S-35	2000-1 843 (900-1)	2000-1¼ 843 (900-1¼)	2000-2½ 843 (900-2½)	2000-2¾ 843 (900-2¾)
CIRCLING	2000-1 835 (900-1)	2000-1¼ 835 (900-1¼)	2000-2½ 835 (900-2½)	2480-3 1315 (1400-3)

**BARRE-MONTPELIER****EDWARD F KNAPP STATE** (MPV) 3 W UTC-5(-4DT) N44°12.21' W72°33.74'**MONTREAL**1166 B S4 FUEL 100LL, JET A NOTAM FILE MPV  
RWY 17-35: H5002X100 (ASPH) S-31, D-70, 2S-88 MIRL 1.5% up SH-11D, 12K, L-32G  
IAP

RWY 17: MALSR. PAPI(P4L)-GA 3.0° TCH 50'. Trees.

RWY 35: REIL. Thld dspcd 487'. Tree.

RWY 05-23: H4022X100 (ASPH) S-30, D-46 0.7% up SW

RWY 05: Thld dspcd 516'. Tree. RWY 23: Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z. No snow removal on Rwy 05-23; rwy CLOSED when snow covered. Field condition report may not be avbl and/or current at ngt. Rwy conditions may not be monitored or reported when the arpt is unattended. Jet traffic do not use southern most twy stub. 150' turn-arounds at both ends of Rwy 17 and 35. UNICOM base station not manned continuously. ACTIVATE MIRL Rwy 17-35 and MALSR Rwy 17-CTAF.**WEATHER DATA SOURCES:** ASOS 132.675 (802) 229-2037.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MONTPELIER RCO 122.6 122.2 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.

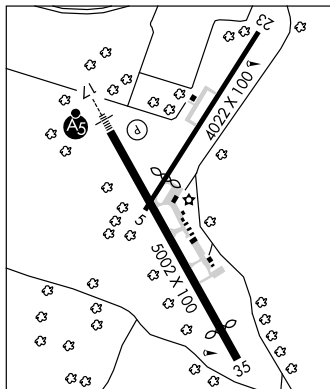
MONTPELIER (L) VOR/DME 110.8 MPV Chan 45 N44°05.13' W72°26.96'

341° 8.6 NM to fld. 2080/16W.

MOUNT MANSFIELD NDB (MHW) 268 VKN N44°23.20' W72°41.61' 167° 12.0 NM to fld.

NDB unusable 060°-200° beyond 19 NM.

ILS/DME 108.7 I-MPV Chan 24 Rwy 17. Class IA. DME unmonitored.

**BASIN HARBOR** (See VERGENNES)**BENNINGTON****WILLIAM H. MORSE STATE** (DDH) 3 W UTC-5(-4DT) N42°53.47' W73°14.77'**NEW YORK**827 B S4 FUEL 100LL, JET A NOTAM FILE BTV  
RWY 13-31: H3704X75 (ASPH) S-12.5 MIRL 0.9% up SEL-32G, 33B, 34J  
IAP

RWY 13: REIL. PAPI(P4L)-GA 4.0° TCH 45'. Hill.

RWY 31: REIL. PAPI(P4R)-GA 4.0° TCH 45'. Ground. Rgt tfc.

**AIRPORT REMARKS:** Attended Mon-Fri 1200-2200Z. Sat-Sun on call. For arpt attendance call 802-753-5212. Call 802-379-7175 or 802-753-5229 for on-call scvs only. 100LL self-svc avbl 24 hrs. Mountains all quadrants. Geese on and invof arpt. Rwy 13 thld hazardous bird activity. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise abatement procedures in effect. Avoid overflying homes SE of arpt. Noise sensitive area apch end Rwy 31. Preferred use rwy is Rwy 13. If practical acft departing Rwy 13 use best climb rate and when above 400 ft AGL turn left within 1 mile of departure end of Rwy 13. Air traffic pattern ops prohibited south of Rwy 13 and Rwy 31. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31-CTAF.**WEATHER DATA SOURCES:** ASOS 135.925**COMMUNICATIONS:** CTAF/UNICOM 122.8

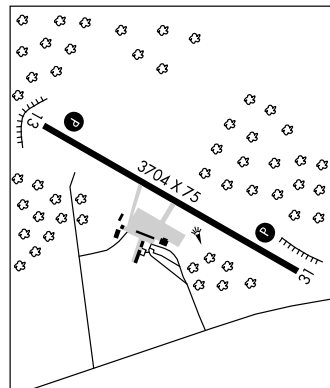
① ALBANY APP/DEP CON 132.825

GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.

CAMBRIDGE (L) VOR/DME 115.0 CAM Chan 97 N42°59.66' W73°20.64' 159° 7.5 NM to fld. 1490/14W.

HIWAS.







VOR/DME CAM <b><u>115.0</u></b> Chan <b>97</b>	APP CRS <b>160°</b>	Rwy Idg <b>3704</b> TDZE <b>818</b> Apt Elev <b>827</b>
--	------------------------	---

VOR RWY 13

BENNINGTON / WILLIAM H. MORSE STATE (DDH)

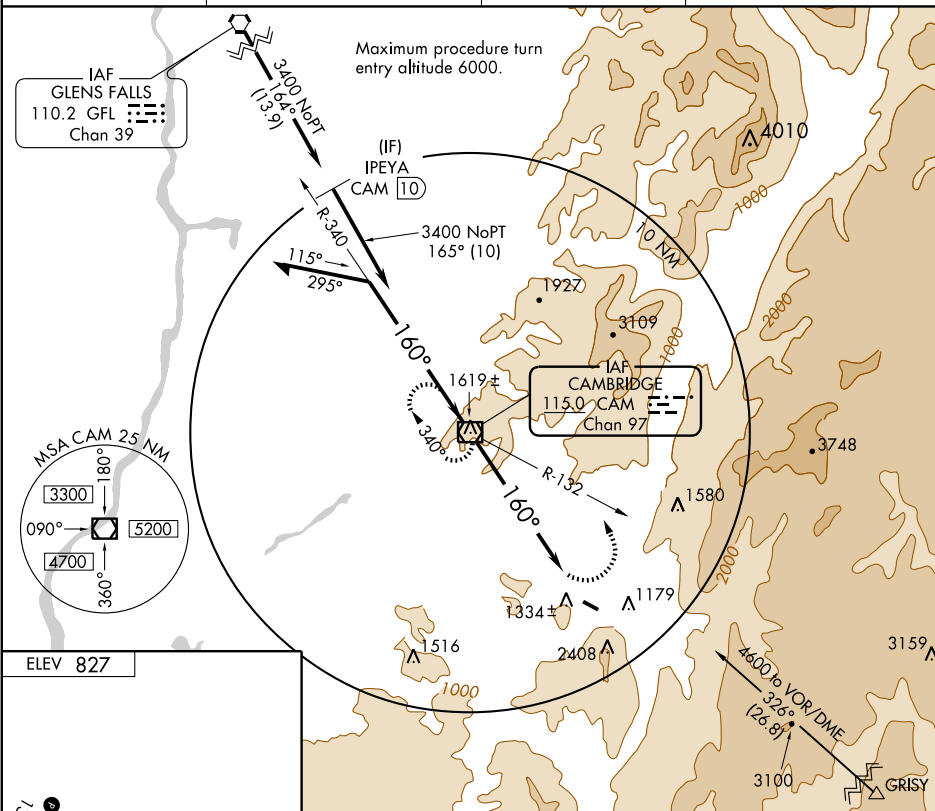
**T** Circling not authorized southwest of Rwy 13-31.  
**A** NA If local altimeter setting not received, use North Adams, MA altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climbing left turn to 3400  
via CAM R-132 to CAM VOR/DME and hold.

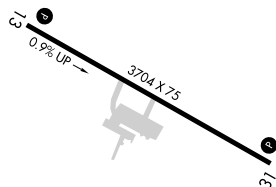
ASOS  
135.925

ALBANY APP CON  
132,825 307.2

GCO  
121,725

UNICOM  
122.8 (CTAF) **L**

ELEV 827



REIL Rwy 13 and 31 **L**  
MIRL Rwy 13-31 **L**

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

Remain  
within 10 NM

VOR/DME

3400  $\xrightarrow{160^\circ}$  3400

VGSI and descent angles not coincident.

3.32°  
TCH 45

340

CAM

CAM F

CAM

\_\_\_\_\_.

CATEGORY	DESCRIPTION	AMOUNT	DATE
1	...	...	...
2	...	...	...
3	...	...	...
4	...	...	...
5	...	...	...
6	...	...	...
7	...	...	...
8	...	...	...
9	...	...	...
10	...	...	...
11	...	...	...
12	...	...	...
13	...	...	...
14	...	...	...
15	...	...	...
16	...	...	...
17	...	...	...
18	...	...	...
19	...	...	...
20	...	...	...
21	...	...	...
22	...	...	...
23	...	...	...
24	...	...	...
25	...	...	...
26	...	...	...
27	...	...	...
28	...	...	...
29	...	...	...
30	...	...	...
31	...	...	...
32	...	...	...
33	...	...	...
34	...	...	...
35	...	...	...
36	...	...	...
37	...	...	...
38	...	...	...
39	...	...	...
40	...	...	...
41	...	...	...
42	...	...	...
43	...	...	...
44	...	...	...
45	...	...	...
46	...	...	...
47	...	...	...
48	...	...	...
49	...	...	...
50	...	...	...
51	...	...	...
52	...	...	...
53	...	...	...
54	...	...	...
55	...	...	...
56	...	...	...
57	...	...	...
58	...	...	...
59	...	...	...
60	...	...	...
61	...	...	...
62	...	...	...
63	...	...	...
64	...	...	...
65	...	...	...
66	...	...	...
67	...	...	...
68	...	...	...
69	...	...	...
70	...	...	...
71	...	...	...
72	...	...	...
73	...	...	...
74	...	...	...
75	...	...	...
76	...	...	...
77	...	...	...
78	...	...	...
79	...	...	...
80	...	...	...
81	...	...	...
82	...	...	...
83	...	...	...
84	...	...	...
85	...	...	...
86	...	...	...
87	...	...	...
88	...	...	...
89	...	...	...
90	...	...	...
91	...	...	...
92	...	...	...
93	...	...	...
94	...	...	...
95	...	...	...
96	...	...	...
97	...	...	...
98	...	...	...
99	...	...	...
100	...	...	...

A

---

---

D

S-13

1990 116 1043 (1100 116)

1880-3

1A

--	--

---

1062 (1100-3)  
1000 0

---

BENNINGTON, VERMONT

Orig-A 08045

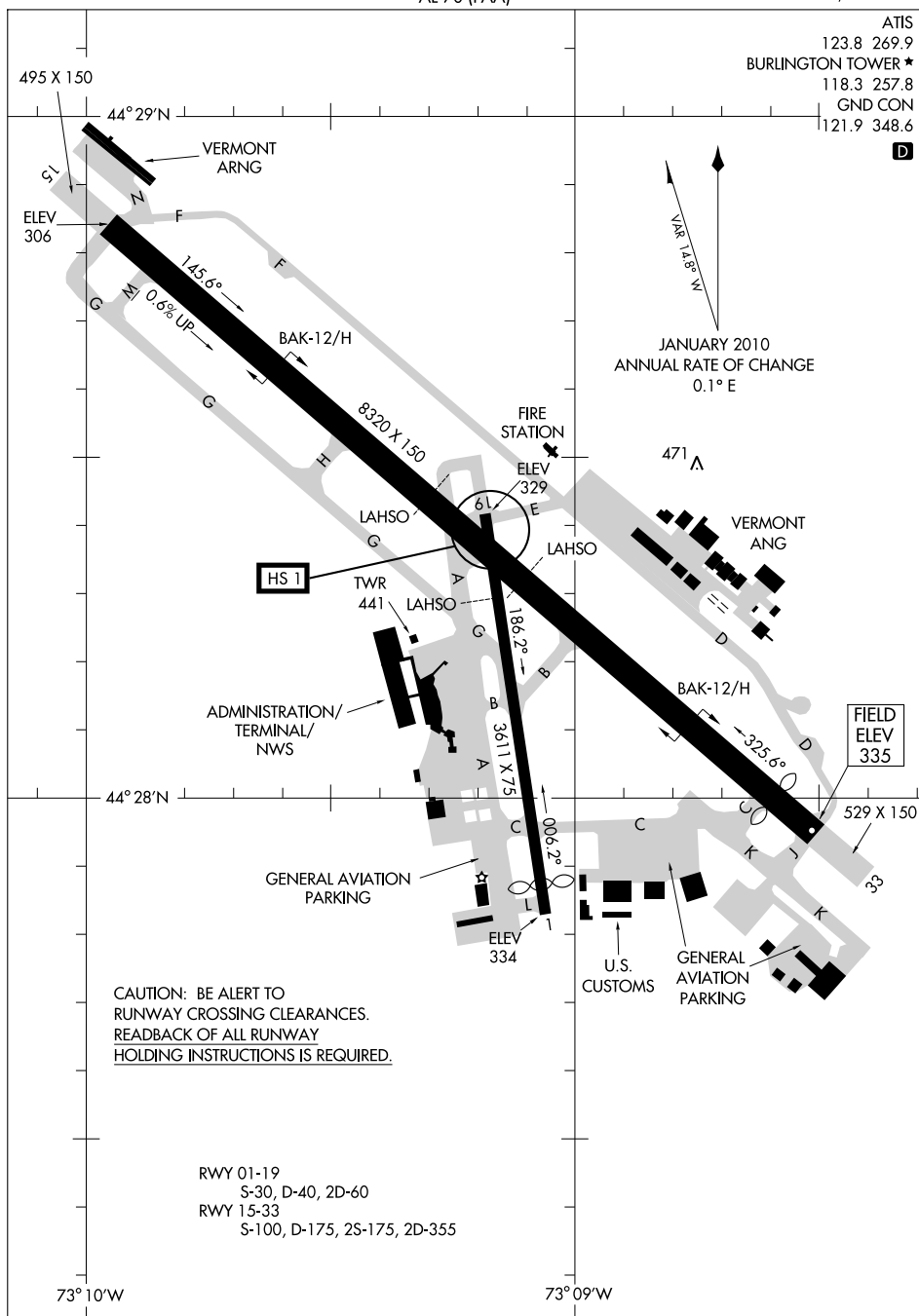
BENNINGTON / WILLIAM H. MORSE STATE (DDH)

42°53'N - 73°15'W

VOR RWY 13

NE-1. 23 SEP 2010 to 21 OCT 2010

NE-1, 23 SEP 2010 to 21 OCT 2010



NE-1. 23 SEP 2010 to 21 OCT 2010

**BURLINGTON INTL** (BTV) 3 E UTC-5(-4DT) N44°28.31' W73°09.20'

335 B S4 FUEL 100LL, JET A OX 1, 3 AOE Class I, ARFF Index B

**MONTREAL**

H-11C, 12K, L-32G

IAP, AD

NOTAM FILE BTV

RWY 15-33: H8320X150 (ASPH-GRVD) S-100, D-175, 2S-175, 2D-355 HIRL

RWY 15: MALSR. PAPI(P4R)—GA 3.0° TCH 51'. Arrest Device. 0.6% up

RWY 33: MALSF. REIL. PAPI(P4R)—GA 3.2° TCH 53'. Trees. Thld dspcd 500'. Arrest Device.

RWY 01-19: H3611X75 (ASPH) S-30, D-40, 2D-60 MIRL

RWY 01: PAPI(P4R)—GA 3.5° TCH 40'. Thld dspcd 225'. Tree.

RWY 19: PAPI(P4R)—GA 3.0° TCH 42'. Trees.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 01	15-33	2600
RWY 15	01-19	3750
RWY 33	01-19	2900

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 01: TORA-3611	TODA-3611	ASDA-3611	LDA-3386
RWY 15: TORA-7820	TODA-7820	ASDA-7820	LDA-7820
RWY 19: TORA-3611	TODA-3611	ASDA-3386	LDA-3386
RWY 33: TORA-8320	TODA-8320	ASDA-8320	LDA-7820

**AIRPORT REMARKS:** Attended 1000-0300Z†. No svc and no entry access at the FBO southwest of arpt 0300-1000Z† without PPR 802-657-3100. 24 hr svc avbl at the FBO south and center of arpt daily, ctc 802-863-3626.

Fighter acft restricted to tkf window of Mon-Sat 1330-0330Z†, Sun 1700-0330Z†. CAUTION: generating plant 2 NM from apch end Rwy 15 produces steam which may obscure visibility on final apch. Birds and deer on and in/vof arpt. Air carrier ramp not avbl for private/charter aircraft. NSTD twy lgts on Twy E. Primary twy for Mil non-fighter acft arrival/departure is E. C-5 acft will park on the Army Guard ramp off Twy C. Twy L clsd to acft over 60,000 lbs. Twys D, E, F and N clsd to civilian ops. Twys D, E, F, N ANG and Army Nationale Guard ramps have uncontrolled vehicle and acft. ARFF avbl scheduled air carrier 0600-1000; A-Gear Type H/BAK-12A(B) apch end Rwy 33 located 1000' from dspcd thld. Type H/BAK 12A(B) cable raised by twr on pilot req only. ACTIVATE PAPI Rwy 01, Rwy 15, Rwy 19 and Rwy 33, MALSR Rwy 15 and MALSF Rwy 33—CTAF. ACTIVATE Twys 01, 19, 33, all Twys—CTAF. Fee for itinerant acft greater than 3000 lbs. Rwy 01-19 south of Rwy 15-33 intersection to Twy C; single wheel 100, dual tandem wheel 355; south of Twy C intersection to south end of rwy; single wheel 30, dual wheel 60. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (802) 658-8382. HIWAS 117.5 BTV.**COMMUNICATIONS:** ATIS 123.8 CTAF 118.3 UNICOM 122.95

RCO 122.6 122.2 (BURLINGTON RADIO)

Ⓡ APP/DEP CON 121.1 (1030-0500Z†)

Ⓡ BOSTON CENTER APP/DEP CON 120.35 (0500-1030Z†)

TOWER 118.3 (1030-0500Z†) GND CON 121.9

**AIRSPACE:** CLASS C svc 1030-0500Z† ctc APP CON other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTV.

(L) VOR/DME 117.5 BTV Chan 122 N44°23.83' W73°10.95' 031° 4.7 NM to fld. 420/15W. HIWAS.

VOR unusable

075°-132° byd 30 NM blo 9000'

133°-165° byd 30 NM blo 8000'

DME unusable

075°-132° byd 30 NM blo 9000'

133°-165° byd 30 NM blo 8000'

HERRO NDB (LOM) 382 BT N44°31.93' W73°14.97' 146° 5.5 NM to fld. Unmonitored 0600-1000Z†.

ILS/DME 110.3 I-BTV Chan 40 Rwy 15. Class IB. LOM HERRO NDB

ILS/DME 110.3 I-VOE Chan 40 Rwy 33. Localizer unusable byd 13 NM blo 4300'.

**CALEDONIA CO** (See LYNDONVILLE)**EDWARD F KNAPP STATE** (See BARRE-MONTPELIER)**FRANKLIN CO STATE** (See HIGHGATE)**HARTNESS STATE (SPRINGFIELD)** (See SPRINGFIELD)**HERRO** N44°31.93' W73°14.97' NOTAM FILE BTV.

NDB (LOM) 382 BT 146° 5.5 NM to Burlington Intl. Unmonitored 0600-1000Z†.

## BURLINGTON SIX DEPARTURE

BURLINGTON INTL (BTV)  
BURLINGTON, VERMONT

ATIS  
123.8 269.9  
BURLINGTON GND CON  
121.9 348.6  
BURLINGTON TOWER ★  
118.3 257.8  
BURLINGTON DEP CON  
121.1 278.8  
BURLINGTON RADIO  
122.6 255.4

ST JEAN  
115.8 YJN  
Chan 105  
N45°15.35'-W73°19.28'  
L-32, H-11-12

SHERBROOKE  
113.2 YSC  
Chan 79  
N45°18.99'-W71°47.29'  
L-32, H-11

BANGOR  
114.8 BGR  
Chan 95  
N44°50.51'  
W68°52.44'  
L-32, H-11

PLATTSBURGH  
116.9 PLB  
Chan 116  
N44°41.10'-W73°31.36'  
L-32, H-11-12

BERLIN  
110.4 BML  
Chan 41  
N44°38.00'  
W71°11.17'  
L-32

MASSENA  
114.1 MSS  
Chan 88  
N44°54.86'  
W74°43.36'  
L-32, H-11-12

SARANAC LAKE  
109.2 SLK  
Chan 29  
N44°23.07'  
W74°12.27'  
L-32

BURLINGTON  
117.5 BTV  
Chan 122  
N44°23.83'  
W73°10.95'  
L-32, H-11-12

MONTPELIER  
110.8 MPV  
Chan 45  
N44°05.13'-W72°26.96'  
L-32

LEBANON  
113.7 LEB  
Chan 84  
N43°40.73'  
W72°12.96'  
L-32

WATERTOWN  
109.8 ART  
Chan 35  
N43°57.12'  
W76°03.88'  
L-32, H-11-12

GLENS FALLS  
110.2 GFL  
Chan 39  
N43°20.50'  
W73°36.71'  
L-32

KEENE  
109.4 EEN  
Chan 31  
N42°47.66'  
W72°17.51'  
L-32-33,  
H-11-12

SYRACUSE  
117.0 SYR  
Chan 117  
N43°09.63'  
W76°12.27'  
L-32, H-11-12

ALBANY  
115.3 ALB  
Chan 100  
N42°44.84'-W73°48.19'  
L-32-33-34, H-10-11-12

CAMBRIDGE  
115.0 CAM  
Chan 97  
N42°59.66'  
W73°20.64'  
L-32-34, H-11-12

TAKEOFF MINIMUMS:

Rwy 1: Standard with minimum climb of 360' per NM to 6000.  
Rwy 15: Standard with minimum climb of 375' per NM to 5900.  
Rwy 19: Standard with minimum climb of 345' per NM to 5900.  
Rwy 33: Standard with minimum climb of 340' per NM to 5900.

NOTE: Radar required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## BURLINGTON SIX DEPARTURE

(BT6.BTV) 10210

BURLINGTON, VERMONT  
BURLINGTON INTL (BTV)

## BURLINGTON SIX DEPARTURE

BURLINGTON INTL (BTV)  
BURLINGTON, VERMONT

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 15, 19, 33: Climb on assigned heading for vectors to filed navaid, fix, or airway to 10000 or assigned lower altitude. Expect filed altitude ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1: Trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL.  
Trees 1694' from DER, 200' left of centerline, up to 80' AGL/380' MSL.


Rwy 15: Bush 318' from DER, 292' left of centerline, up to 23' AGL/343' MSL.  
Trees beginning 1418' from DER, 358' right of centerline, up to 27' AGL/387' MSL.  
Hopper and trees beginning 1801' from DER, 377' left of centerline, up to 63' AGL/403' MSL.  
Building 3453' from DER, 1145' left of centerline, 110' AGL/430' MSL.

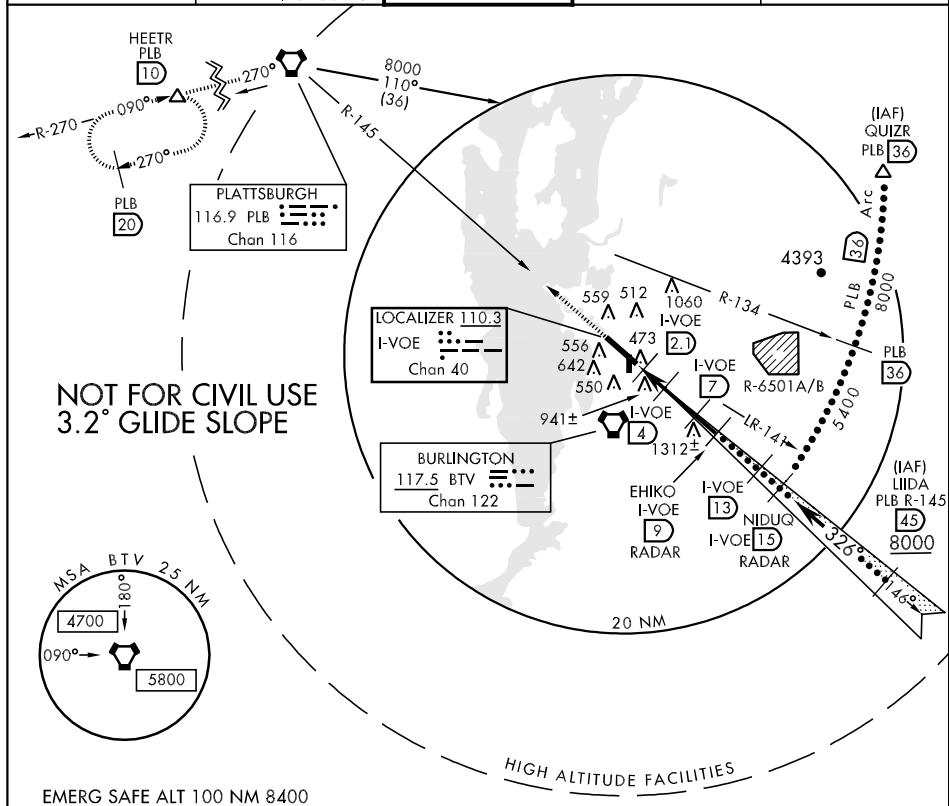
Rwy 19: Trees beginning 168' from DER, 24' right of centerline, up to 56' AGL/436' MSL.  
Trees beginning 172' from DER, 184' left of centerline, up to 93' AGL/413' MSL.

Rwy 33: Pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL.  
Trees beginning 1091' from DER, 590' right of centerline, up to 34' AGL/334' MSL.

NE-1, 23 SEP 2010 to 21 OCT 2010

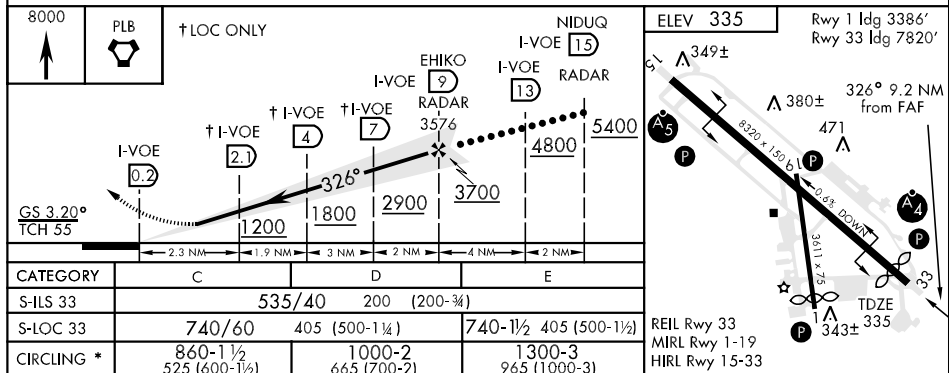
NE-1, 23 SEP 2010 to 21 OCT 2010

LOC I-VOE <b>110.3</b>	APCH CRS <b>326°</b>	Rwy Idg <b>7820</b> TDZE <b>335</b> Arpt Elev <b>335</b>	JAL-70 [USAF]	BURLINGTON INTL (KBTV)	
<b>▼</b> Procedure NA when control tower closed. * When RWY 1 VGSI inop, circling to Rwy 1 NA at night.			MALSF 	MISSED APPROACH: Climb to 8000 direct PLB VORTAC, (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).	
ATIS <b>123.8 269.9</b>	BURLINGTON APP CON EAST <b>121.1 278.8</b> WEST <b>126.3 360.8</b>	BURLINGTON TOWER ★ <b>118.3 (CTAF) 0257.8</b>	GND CON <b>121.9 348.6</b>	ASOS	



NE-1, 23 SEP 2010 to 21 OCT 2010

NE-1. 23 SEP 2010 to 21 OCT 2010



BURLINGTON, VERMONT

44° 28' N-73° 09' W

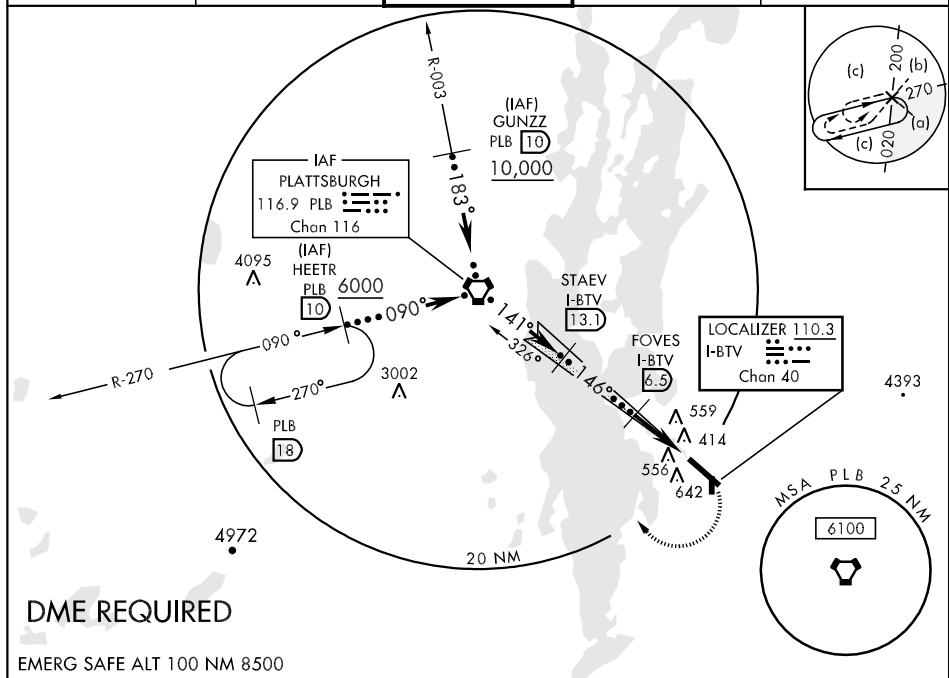
BURLINGTON INTL (KBTU)

Amdt 2B 10238

HI-ILS/DME RWY 33

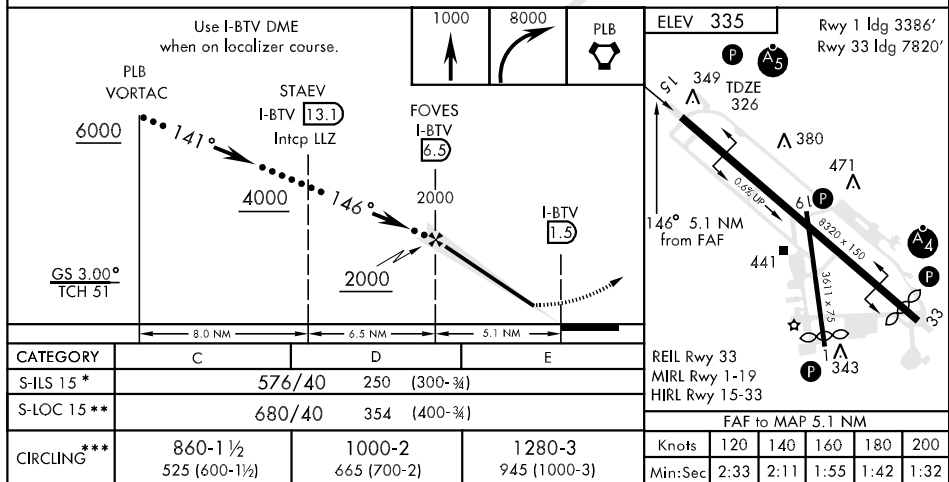
LOC I-BTV <b>110.3</b>	APCH CRS <b>146°</b>	Rwy ldg <b>8320</b> TDZE <b>326</b> Arpt Elev <b>335</b>	JAL-70 [USAF]	BURLINGTON INTL (KBTV)
* When ALS inop, increase CAT E RVR to 50 and vis to 1 mile. ** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1 1/4 miles. *** When RWY 1 VGSII inop, circling to Rwy 1 NA at night.			MALSR A5	MISSED APPROACH: Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC (TACAN aircraft continue via PLB R-270 to HEETR/PLB 10 DME and hold).

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON EAST <b>121.1 278.8</b> WEST <b>126.3 360.8</b>	BURLINGTON TOWER ★ <b>118.3 (CTAF) 0 257.8</b>	GND CON <b>121.9 348.6</b>	ASOS
----------------------------	--	---	-------------------------------	------




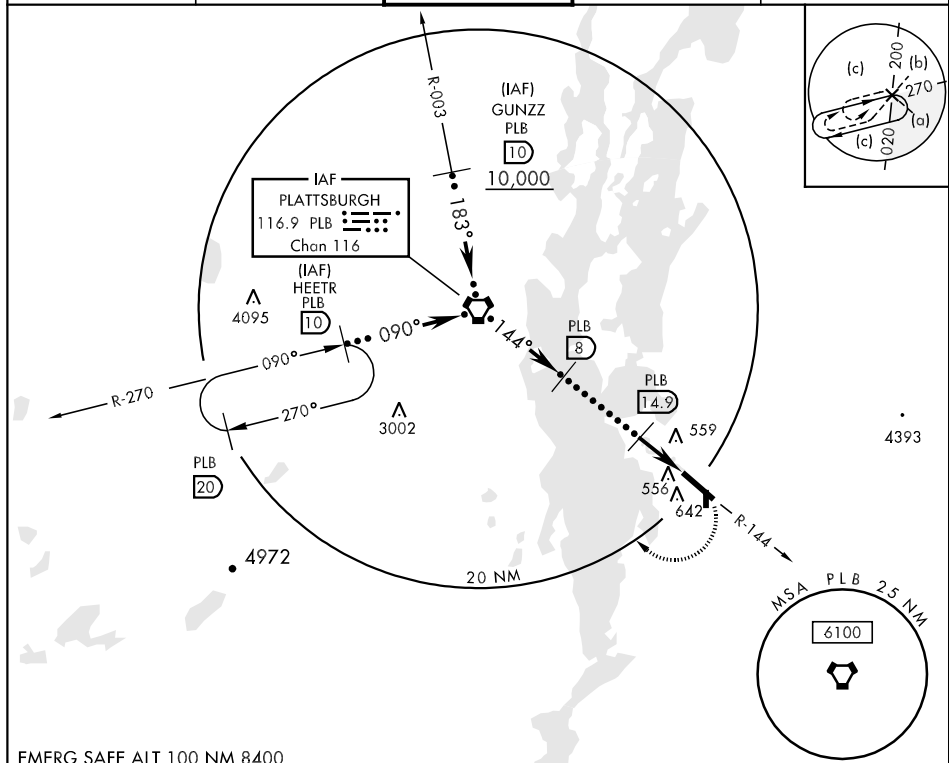
DME REQUIRED

EMERG SAFE ALT 100 NM 8500

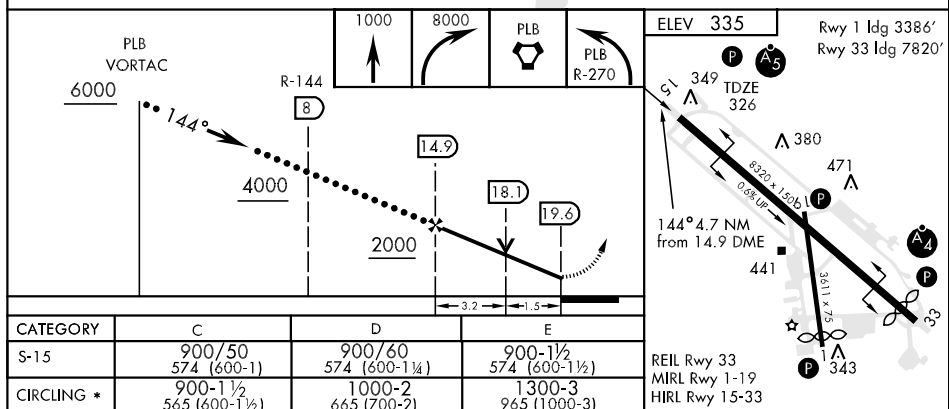


HI-TACAN RWY 15

VORTAC PLB <b>116.9</b> Chan <b>116</b>		APCH CRS <b>144°</b>		Rwy Idg <b>8320</b> TDZE <b>326</b> Arpt Elev <b>335</b>	JAL-70 [USAF]		BURLINGTON INTL (KBTV)	
<div>▼</div> * When RWY 1 VGSi inop, circling to Rwy 1 NA at night.				<div> <div>MAISR</div> <div>  </div> </div>		MISSED APPROACH: Climb to 1000, then climbing right turn to 8000 direct PLB VORTAC, then via PLB R-270 to HEETR/PLB 10 DME and hold.		
ATIS <b>123.8 269.9</b>		BURLINGTON APP CON EAST <b>121.1 278.8</b> WEST <b>126.3 360.8</b>		BURLINGTON TOWER ★ <b>118.3 (CTAF) 0257.8</b>		GND CON <b>121.9 348.6</b>		ASOS



EMERG SAFE ALT 100 NM 8400



BURLINGTON INTL (KBTv)

HI-TACAN RWY 15

NE-1, 23 SEP 2010 to 21 OCT 2010

NE-1. 23 SEP 2010 to 21 OCT 2010



## HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BEDFORD, MA		
LAURENCE G. HANSCOM FIELD (BED)	HS 1	Confusing twy intersections.
BOSTON, MA		
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	HS 1	Rwy "04L apch" when taxiing on Twy B to Rwy 04R and Rwy 09.
	HS 2	Taxiing outbound on Twy C to Rwy 33L when Rwy 09-27 is active.
	HS 3	Taxiing on Twy E and Twy K at Rwy 09 when Rwy 04L-22R is active.
	HS 4	Taxiing inbound on Twy E from Rwy 27 when Rwy 22L is active.
	HS 5	Taxiing outbound on Twy C and Twy D to Rwy 27 when Rwy 33L is active.
LEBANON, NH		
LEBANON MUNI (LEB)	HS 1	Unusual location for rwy hold position marking on Twy B for Rwy 25.
	HS 2	A portion of Twy B and North Ramp not visible from the control twr.
	HS 3	Aircraft routinely back taxi on Rwy 18-36.
MANCHESTER, NH		
MANCHESTER (MHT)	HS 1	Confusing rwy hold marking location.
	HS 2	Rwy holding position marking on edge of Twy A at Twy P and Twy U.
PROVIDENCE, RI		
THEODORE FRANCIS GREEN STATE (PVD)	HS 1	Complex twy int in close proximity of rwy.
	HS 2	Complex rwy/twy int.
	HS 3	Complex twy int in close proximity of rwy.
BURLINGTON, VT		
BURLINGTON INTL (BTV)	HS 1	Wrong rwy departure risk.

\*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-VOE <b><u>110.3</u></b> Chan <b>40</b>	APP CRS <b>326°</b>	Rwy Idg <b>7820</b> TDZE <b>335</b> Apt Elev <b>335</b>
--	------------------------	---

ILS/DME RWY 33  
BURLINGTON INTL (BTV)

**T** Procedure NA when control tower closed.

MALSF

**MISSED APPROACH:** Climb to 1200, then climbing left turn to 2700 direct BTV VOR/DME and hold.

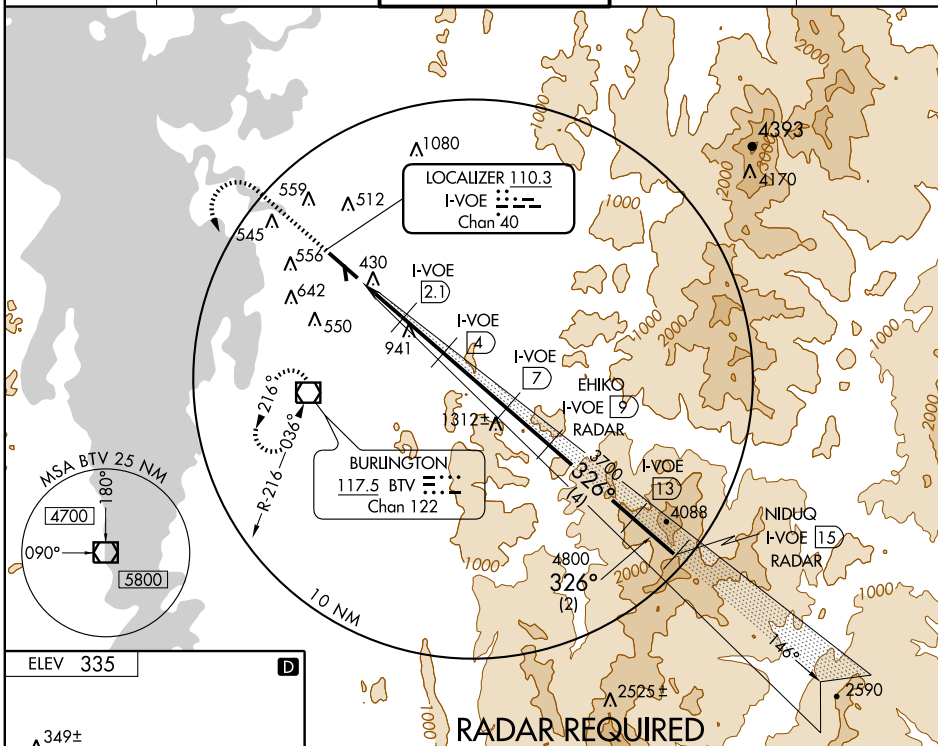
ATIS  
123.8 269.9

BURLINGTON APP CON ★  
121.1 278.8

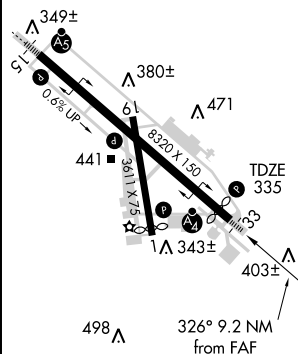
BURLINGTON TOWER ★  
118.3 (CTAF)  257.8

BURLINGTON RADIO  
122.6 255.4

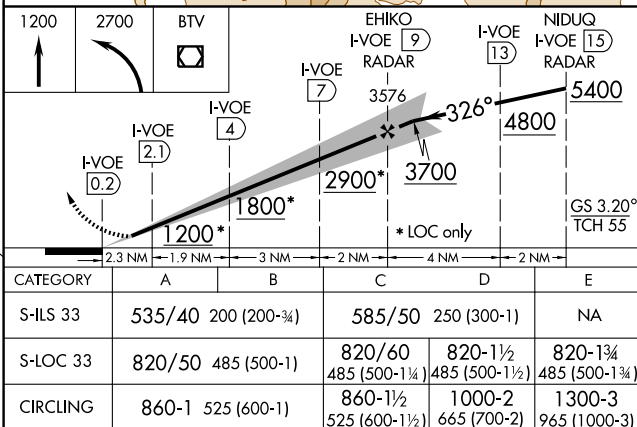
GND CON  
**121.9 348.6**



# RADAR REQUIRED



MIRL Rwy 1-19  
HIRL Rwy 15-33



BURLINGTON, VERMONT  
Orig-E 10266

BURLINGTON INTL (BTV)  
ILS/DME RWY 33

44°28'N - 73°09'W

NE-1, 23 SEP 2010 to 21 OCT 2010

NE-1. 23 SEP 2010 to 21 OCT 2010

LOC/DME I-BTV <b>110.3</b> Chan <b>40</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev <b>7820</b> <b>326</b> <b>335</b>
---	------------------------	--

# ILS or LOC/DME RWY 15

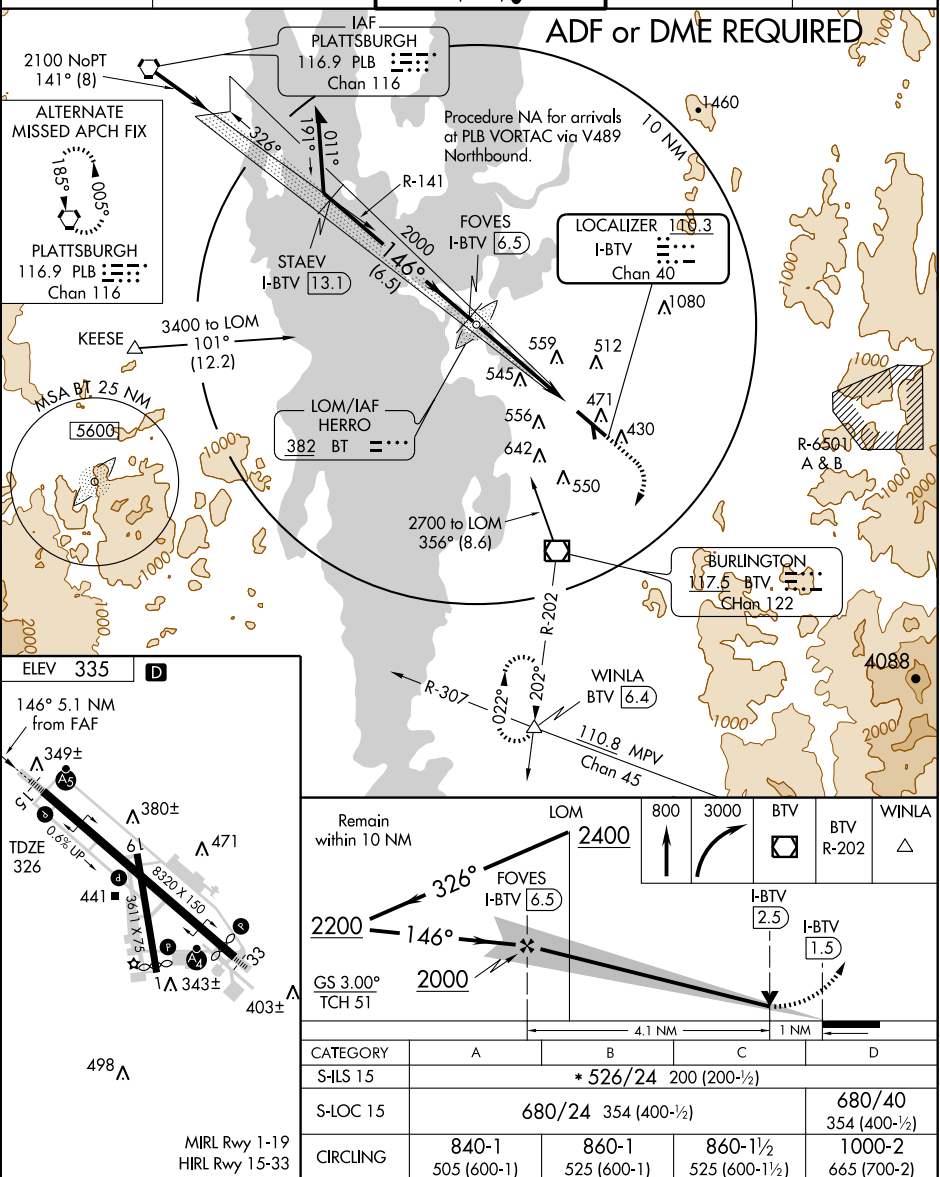
BURLINGTON INTL (BTV)

▼ When VGSI inoperative, Circling Rwy 1 NA at night.  
▲ \*RVR 1800 authorized with the use of flight director or autopilot or HUD to DA.

MALSR  
▲

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct BTV VOR/DME and R-202 to WINLA INT/BTV 6.4 DME and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON ★ <b>121.1 278.8</b>	BURLINGTON TOWER ★ <b>118.3</b> (CTAF) <b>0 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>121.9 348.6</b>
----------------------------	--	--	--	-------------------------------



NE-1, 23 SEP 2010 to 21 OCT 2010

NE-1, 23 SEP 2010 to 21 OCT 2010

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
BEDFORD, MA			
LAURENCE G. HANSCOM FIELD (BED)	05	11-29	3,000 feet
	11	05-23	2,650 feet
	29	05-23	3,650 feet
BEVERLY, MA			
BEVERLY MUNI (BVY)	09	16-34	3,450 feet
	16	09-27	4,000 feet
BOSTON, MA			
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)	04L	15L-33R	5,250 feet
	15R	09-27	6,800 feet
	22L	09-27	6,400 feet
	27	04R-22L	5,650 feet
BRIDGEPORT, CT			
IGOR I. SIKORSKY MEMORIAL (BDR)	06	11-29	3,700 feet
	11	06-24	3,350 feet
BURLINGTON, VT			
BURLINGTON INTL (BTV)	01	15-33	2,600 feet
	15	01-19	3,750 feet
	33	01-19	2,900 feet
HYANNIS, MA			
BARNSTABLE MUNI-BOARDMAN/ POLANDO FIELD (HYA)	15	06-24	4,150 feet
	24	15-33	4,650 feet
NANTUCKET, MA			
NANTUCKET MEMORIAL (ACK)	06	15-33	4,316 feet
	33	06-24	3,150 feet
NORWOOD, MA			
NORWOOD MEMORIAL (OWD)	35	10-28	3,320 feet
PORTLAND, ME			
PORTLAND INTL JETPORT (PWM)	11	18-36	5,800 feet
	18	11-29	3,500 feet
WINDSOR LOCKS, CT			
BRADLEY INTL (BDL)	06	01-19	6,000 feet
	24	15-33	5,850 feet
	33	06-24	4,550 feet

23 SEP 2010 to 21 OCT 2010

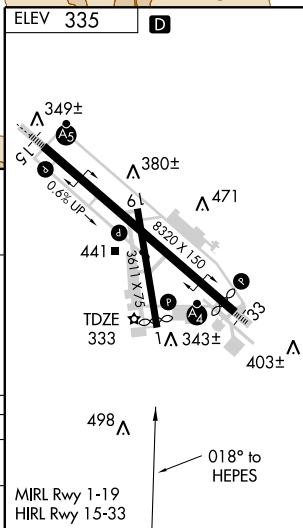
23 SEP 2010 to 21 OCT 2010

# RNAV (GPS) RWY 1

## BURLINGTON INTL (BTV)

**MISSED APPROACH:** Climbing left turn to 3000 direct HERRO WP and hold.

GND CON  
**121,9 348,6**



CATEGORY	A	B	C	D
LNAV MDA	760-1	426 (500-1)	760-1 $\frac{1}{4}$ 426 (500-1 $\frac{1}{4}$ )	NA
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	860-1 $\frac{1}{2}$ 525 (600-1 $\frac{1}{2}$ )	1000-2 665 (700-2)

BURLINGTON INTL (BTV)  
RNAV (GPS) RWY 1

APP CRS **311°**  
Rwy Idg **7820**  
TDZE **335**  
Apt Elev **335**

# RNAV (GPS) RWY 33

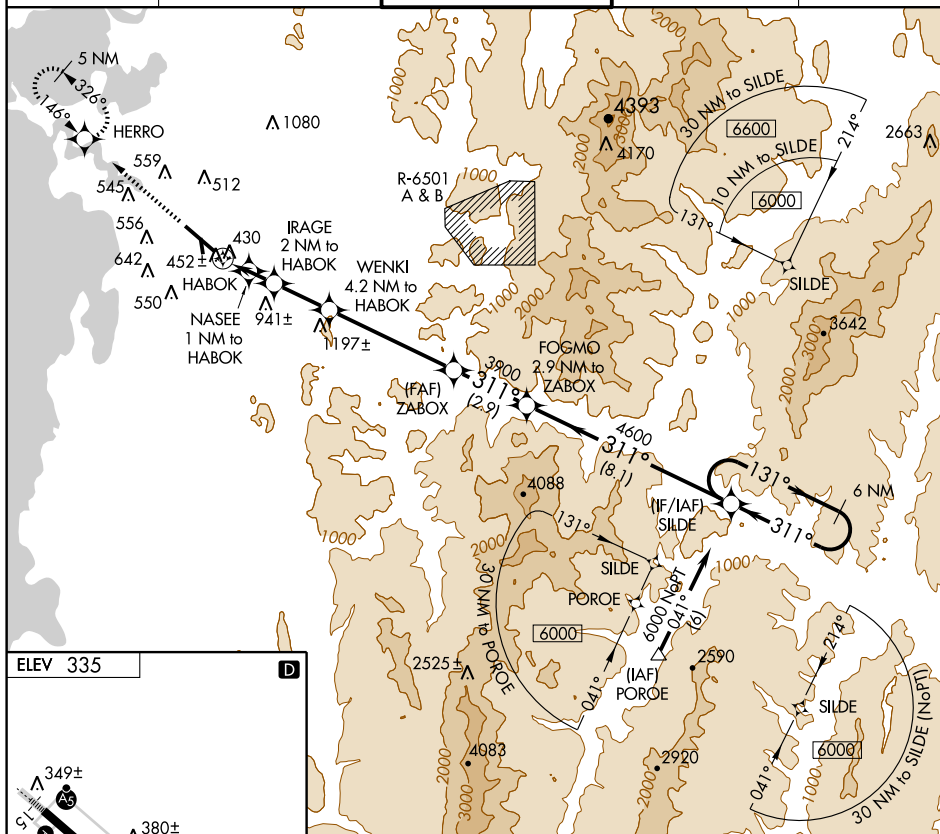
BURLINGTON INTL (BTV)

**▼** Circling to Rwy 1 NA at night  
**▲** NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA

**MALSF**  
**▲**

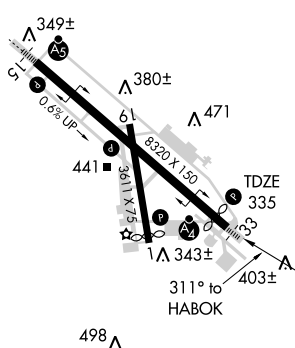
**MISSED APPROACH:** Climb to 2200  
direct HERRO WP and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON ★ <b>121.1 278.8</b>	BURLINGTON TOWER ★ <b>118.3 (CTAF) 0 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>121.9 348.6</b>
----------------------------	--	---	--	-------------------------------

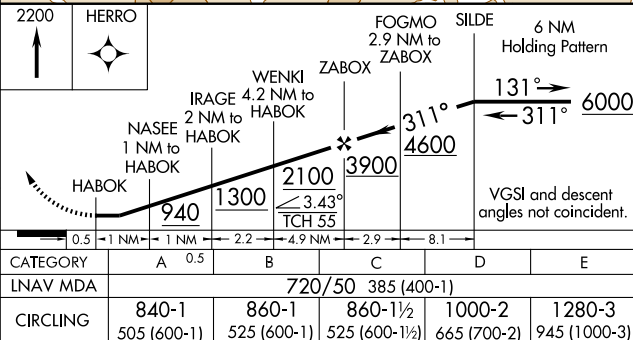


ELEV 335

D



MIRL Rwy 1-19  
HIRL Rwy 15-33



APP CRS **146°**  
Rwy Idg **7820**  
TDZE **326**  
Apt Elev **335**

# RNAV (GPS) Y RWY 15

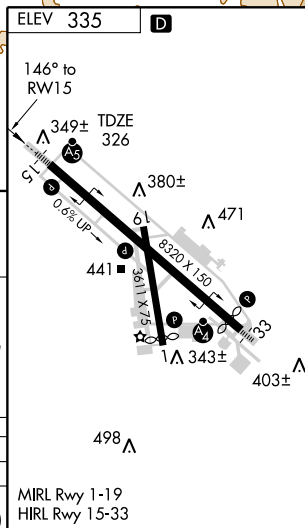
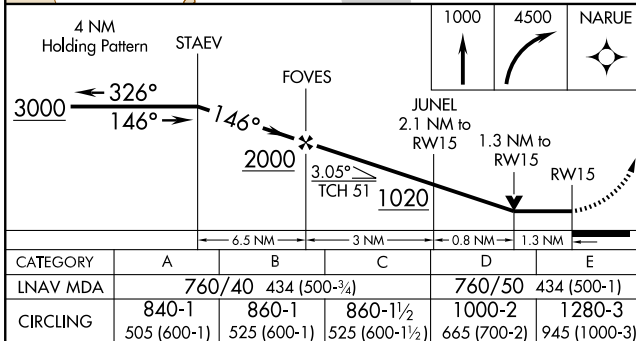
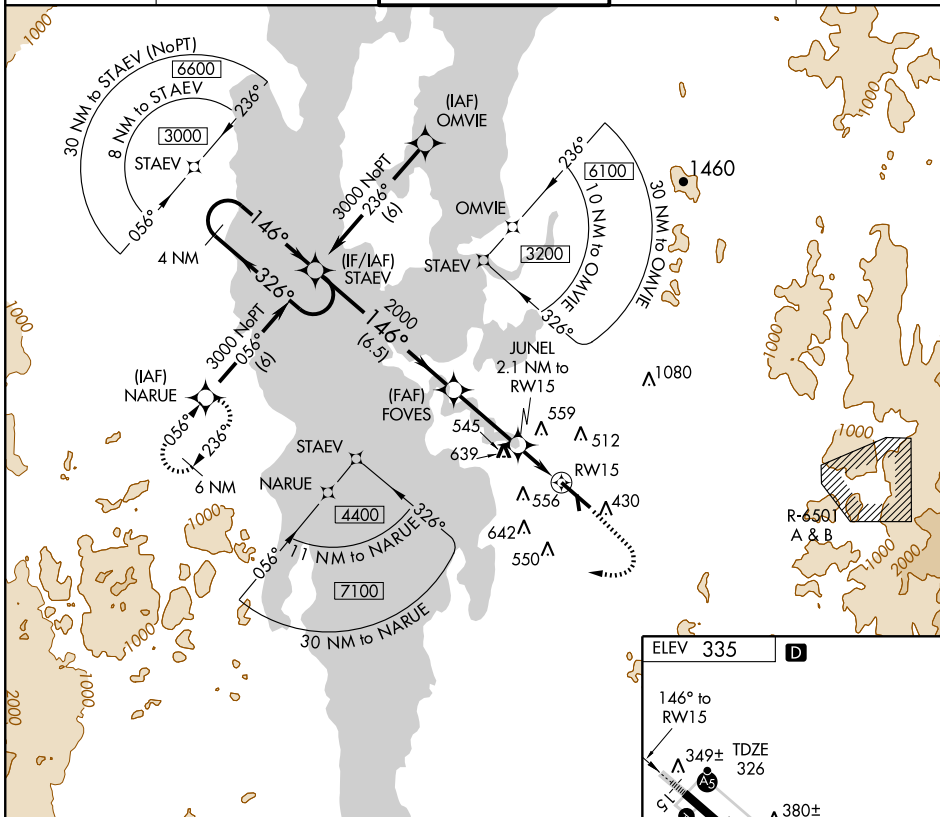
BURLINGTON INTL (BTV)

**V** For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000 and Cat E visibility to 1½. When VGSI inoperative, Circling Rwy 1 NA at night. DME/DME RNP-0.3 NA.

MALSR  
A5

MISSED APPROACH: Climb to 1000 then climbing right turn to 4500 direct NARUE WP and hold.

ATIS <b>123.8 269.9</b>	BURLINGTON APP CON ★ <b>121.1 278.8</b>	BURLINGTON TOWER ★ <b>118.3 (CTAF) 0 257.8</b>	BURLINGTON RADIO <b>122.6 255.4</b>	GND CON <b>121.9 348.6</b>
----------------------------	--	---	--	-------------------------------



BURLINGTON, VERMONT

Orig-A 26AUG10

44°28'N - 73°09'W

BURLINGTON INTL (BTV)

RNAV (GPS) Y RWY 15

APP CRS  
**146°**

Rwy Idg **7820**  
TDZE **326**  
Apt Elev **335**

# RNAV (GPS) Z RWY 15

BURLINGTON INTL (BTV)



NA



For inoperative MALSR, increase LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat A and B visibility to RVR 5000 and Cat E to 2¼.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When VGSI inoperative, Circling Rwy 1 NA at night. DME/DME RNP-0.3 NA.

MALSR



MISSED APPROACH: Climb to 4500 direct HABOK WP and via right turn direct NARUE WP and hold.

ATIS

**123.8 269.9**

BURLINGTON APP CON \*

**121.1 278.8**

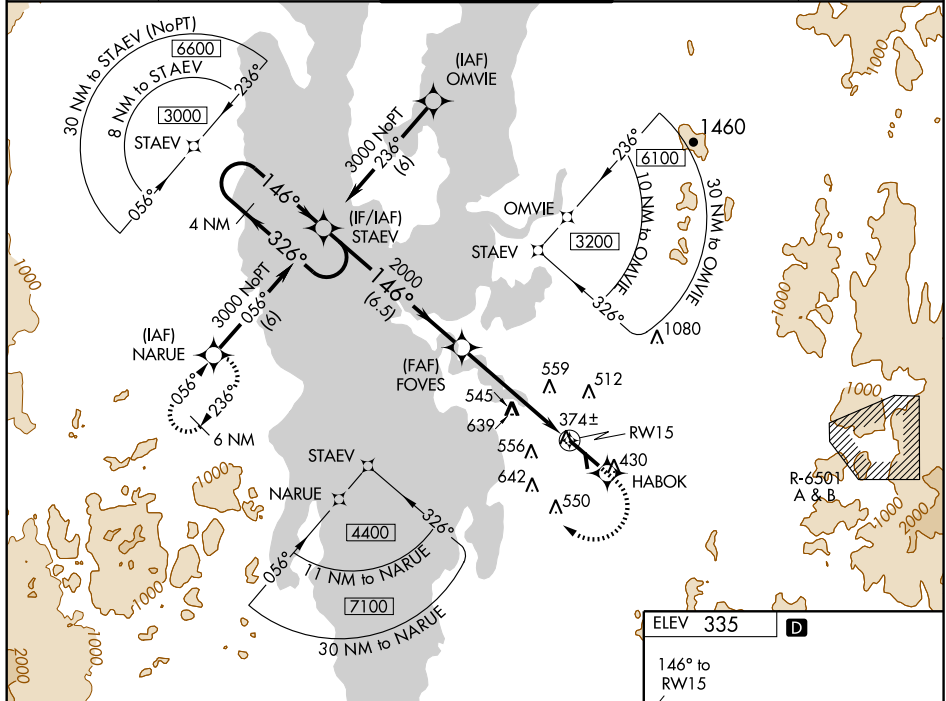
BURLINGTON TOWER \*

**118.3 (CTAF) 0 257.8**

BURLINGTON RADIO

**122.6 255.4**

GND CON

**121.9 348.6**

4 NM Holding Pattern		STAEV	4500	HABOK	NARUE
3000 ← 326°		→ 146°	FOVES	*LNAV only	
GS 3.00° TCH 51		2000	*1.8 NM to RWY 15		RWY 15
		6.5 NM	3.3 NM	1.8 NM	
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	660/40 334 (400-¾)				
LNAV MDA	940/40	614 (700-¾)	940/60 614 (700-1½)	940/1½ 614 (700-1½)	940-1¾ 614 (700-1¾)
CIRCLING	940-1¼	605 (700-1¼)	940-1¾ 605 (700-1¾)	1000-2 665 (700-2)	1280-3 945 (1000-3)

MIRL Rwy 1-19  
HIRL Rwy 15-33



VOR/DME BTV  
**117.5**  
Chan **122**

APP CRS  
036°

Rwy Idg	<b>3386</b>
TDZE	<b>333</b>
Apt Elev	<b>335</b>

VOR RWY 1  
BURLINGTON INTL (BTV)

**T** When VGSI inoperative, Straight-in/Circling Rwy 1 procedure  
**A** NA at night. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3200 on BTV  
R-036 to JRVIS INT/BTV 16.2 DME and hold.

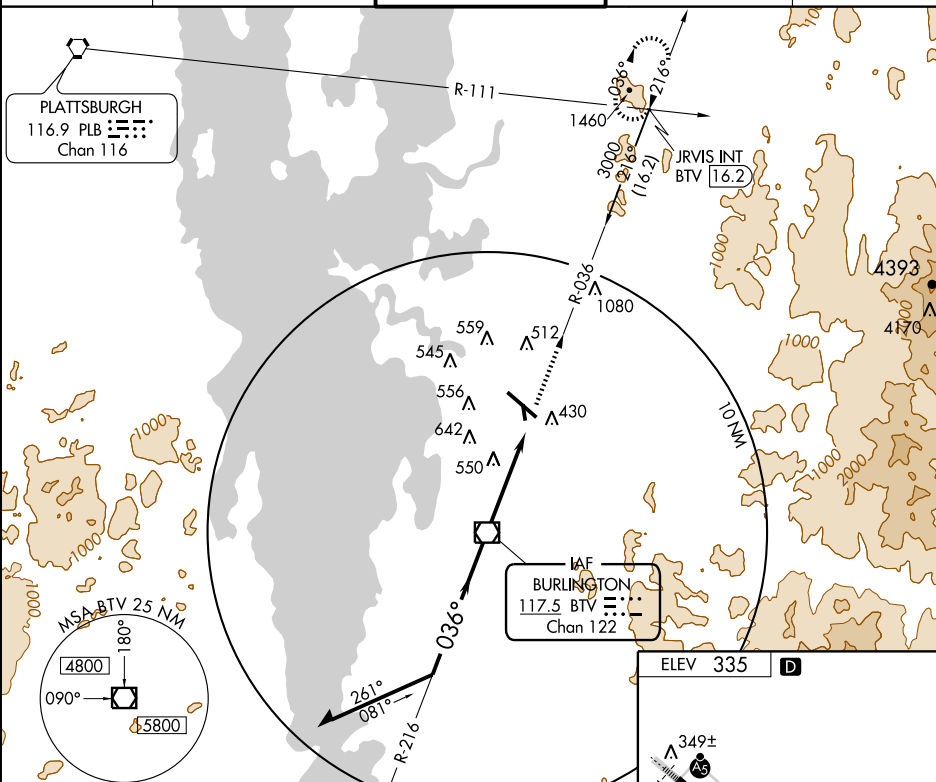
ATIS  
123.8 269.9

BURLINGTON APP CON ★  
121.1 278.8

BURLINGTON TOWER ★  
118.3 (CTAF) 📶 257.8

BURLINGTON RADIO  
122.6 255.4

GND CON  
121.9 348.6



NE-1. 23 SEP 2010 to 21 OCT 2010

Remain  
within 10 NM

VOR/DME

3200  
↑  
BTV R-036

IDV/IC

2800  
036°  
1700

BTV  
3.9

Diagram showing a beam segment with a length of 3.9 NM and a distance of 0.4 m from the right end to the point of interest.

CATEGORY

A

B

---

D

2.

92

11

82

NIA

---

---

---

0.4

---

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

BURLINGTON, VERMONT  
Amdt 11E 26AUG10

BURLINGTON INTL (BTV)  
VOR RWY 1

44°28'N - 73°09'W

## HIGHGATE

FRANKLIN CO STATE (FSO) 3 W UTC-5(-4DT) N44°56.42' W73°05.85'

MONTREAL

228 B S4 FUEL 100LL, JET A+ LRA NOTAM FILE BTV

L-32G

RWY 01-19: H3000X60 (ASPH) S-12.5 MIRL

IAP

RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 35'. Tree.

RWY 19: REIL. Tree.

**AIRPORT REMARKS:** Attended Nov-Mar 1330-2200Z†, Apr-Oct 1230-2200Z†. Fuel avbl 24 hrs self serve. Seagulls invof arpt. 20 ft antenna array 200 ft east of centerline Rwy 01. Military equipment may be near the rwy. Turf ldg area east side of Rwy 01-19, no simultaneous ops. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE MIRL Rwy 01-19, PAPI Rwy 01 and REIL Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (802) 868-9941.**COMMUNICATIONS:** CTAF/UNICOM 122.8

PLATTSBURGH RCO 122.1R 116.9T (BURLINGTON RADIO)

Ⓡ BURLINGTON APP/DEP CON 121.1 (EAST) 126.3 (WEST)  
(1030-0500Z†)

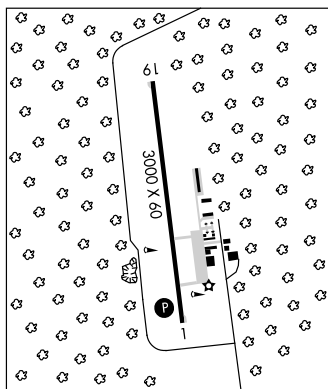
GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

Ⓡ BOSTON CENTER APP/DEP CON 120.35 (0500-1030Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YUL.

ST JEAN (H) VORTAC 115.8 YJN Chan 105 N45°15.35'

W73°19.28' 169° 21.2 NM to fld. 144/16W. YJN VORTAC is in Canada—check Montreal QB (YUL) NOTAMS for outages or restrictions.



## ISLAND POND

JOHN H BOYLAN STATE (ISLAND POND) (5B1) 3 SE UTC-5(-4DT) N44°47.49' W71°49.31'

MONTREAL

1194 NOTAM FILE BTV

RWY 14-32: 2650X120 (TURF)

RWY 14: Trees. RWY 32: Trees.

**AIRPORT REMARKS:** Unattended. Ski operations only in winter. Rwy 14-32 thlds marked with yellow cones.**COMMUNICATIONS:** CTAF 122.9

JOHN H BOYLAN STATE (ISLAND POND) (See ISLAND POND)

LYNDONVILLE N44°30.25' W72°01.76' NOTAM FILE BTV.

MONTREAL

NDB (MHW) 353 LLX 023°3.9 NM to Caledonia Co. Unmonitored. Unusable 260°-275°;  
276°-259° byd 15 NM.

L-32H

## LYNDONVILLE

CALEDONIA CO (CDA) 3 N UTC-5(-4DT) N44°34.15' W72°01.08'

MONTREAL

1188 FUEL 100LL TPA-2199(1012) NOTAM FILE BTV

L-32H

RWY 02-20: H3300X60 (ASPH) S-12.5 LIRL (NSTD) 0.3% up N

IAP

RWY 02: REIL. Trees. RWY 20: Trees.

**AIRPORT REMARKS:** Attended Tues-Fri 1400-2000Z†, Sat-Sun 1400-2200Z†. Rwy conditions may not be monitored or reported when the arpt is unattended. Rwy 02-20 NSTD LIRL due to amber/clear globes. For maintenance call 802-334-5001. Bring own tiedowns. ACTIVATE REIL Rwy 02 and NSTD LIRL Rwy 02-20—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (802) 626-4532.**COMMUNICATIONS:** CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.7

GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.

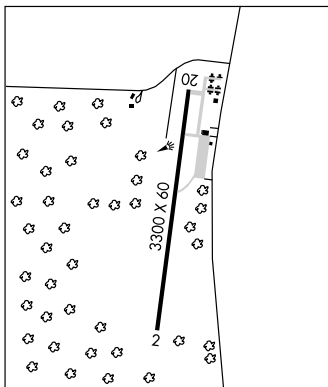
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13'

W72°26.96' 048° 34.5 NM to fld. 2080/16W.

LYNDONVILLE NDB (MHW) 353 LLX N44°30.25'

W72°01.76' 023° 3.9 NM to fld. NOTAM FILE BTV.

Unmonitored. Unusable 260°-275°; 276°-259° byd 15 NM.



WAAS CH <b>48900</b> <b>W01A</b>	APP CRS <b>005°</b>	Rwy Idg TDZE <b>228</b> Apt Elev <b>228</b>
--	------------------------	---

## RNAV (GPS) RWY 1

HIGHGATE / FRANKLIN COUNTY STATE (F'SO)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

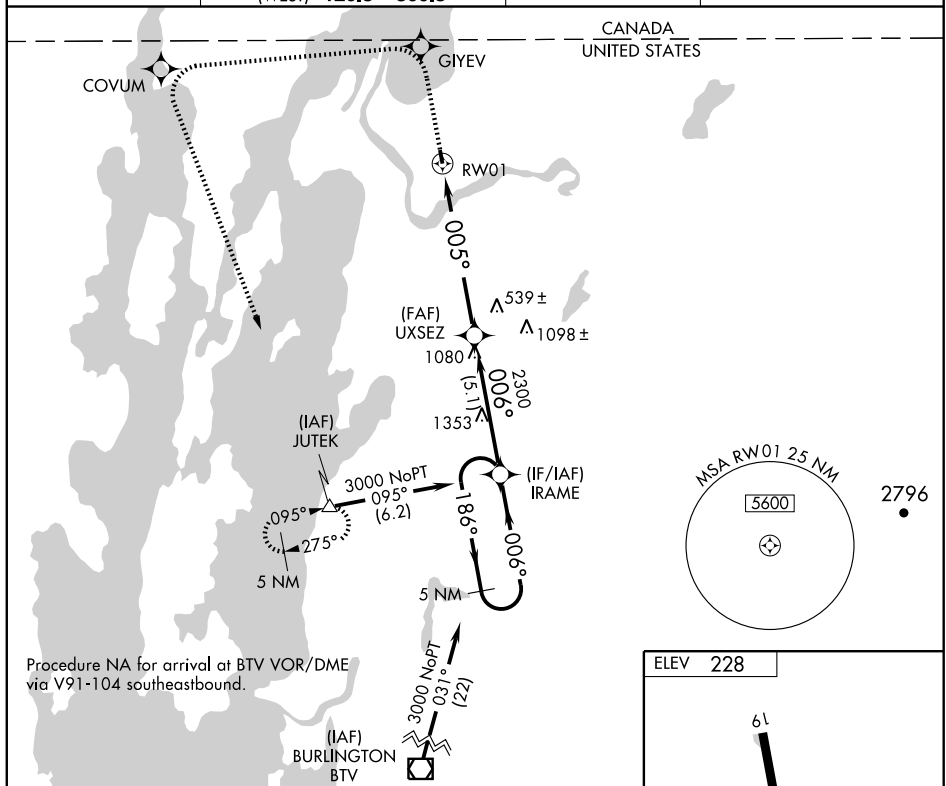
MISSED APPROACH: Climb to 3000 direct GIYEV and left turn via 281° track to COVUM then via 175° track to JUTEK and hold.

AWOS-3  
**119.025**

BURLINGTON APP CON \*  
(EAST) **121.1 278.8**  
(WEST) **126.3 360.8**

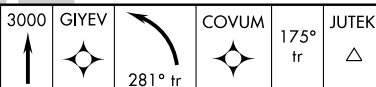
GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**



5 NM  
Holding Pattern

IRAME



3000

← 186°

006° →

GS 3.00°

TCH 45

VGSI and RNAV glidepath angle not coincident.

5.1 NM 6.3 NM

CATEGORY A B C D

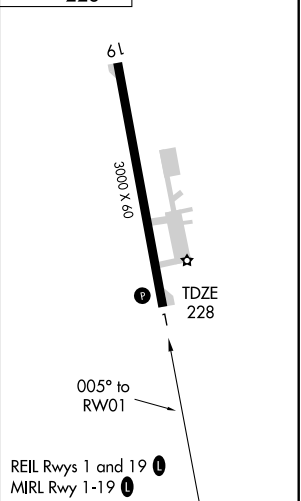
LPV DA 529-1 301 (400-1) NA

LNNAV/ VNAV DA NA

LNNAV MDA 820-1 592 (600-1) NA

CIRCLING 820-1 592 (600-1) NA

ELEV 228



APP CRS	Rwy Idg	<b>3000</b>
<b>185°</b>	TDZE	<b>228</b>
	Apt Elev	<b>228</b>

**RNAV (GPS) RWY 19**

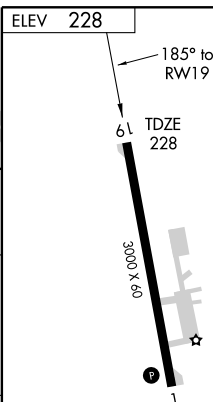
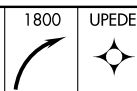
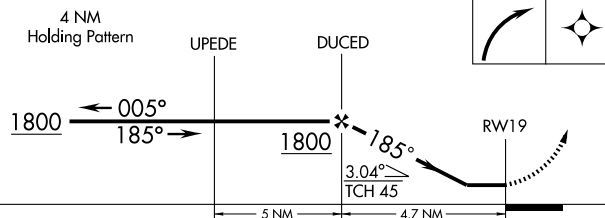
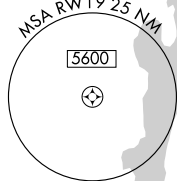
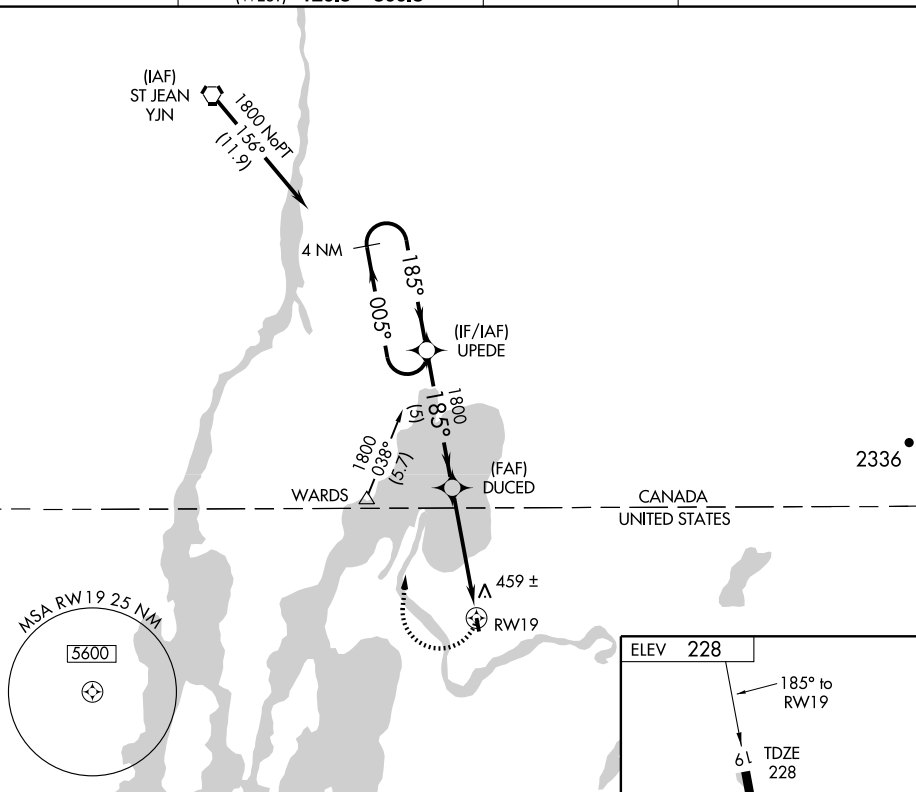
HIGHGATE / FRANKLIN COUNTY STATE (F'SO)

DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 1800 direct UPEDE and hold.

 AWOS-3  
**119.025**

 BURLINGTON APP CON ★  
 (EAST) **121.1 278.8**  
 (WEST) **126.3 360.8**

 GCO  
**121.725**

 UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	840-1	612 (700-1)	NA	
CIRCLING	840-1	612 (700-1)	NA	

 REIL Rwy 1 and 19 0  
 MIRL Rwy 1-19 0

VORTAC YJN <b>115.8</b> Chan <b>105</b>	APP CRS <b>169°</b>	Rwy Idg <b>3000</b> TDZE <b>228</b> Apt Elev <b>228</b>
---	------------------------	---

# VOR/DME RWY 19

## HIGHGATE / FRANKLIN COUNTY STATE (FSO)

 When local altimeter setting not received, procedure NA.

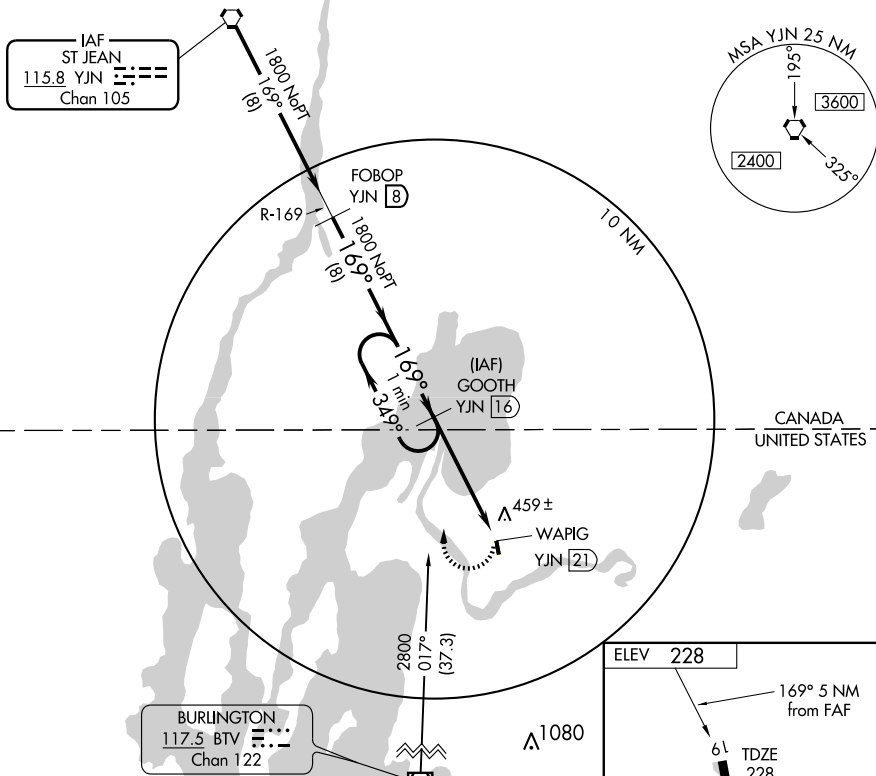
MISSED APPROACH: Climbing right turn to 1800  
via YJN R-169 to GOOTH/YJN 16 DME and hold.

AWOS-3  
**119.025**

BURLINGTON APP CON ★		
(EAST)	121.1	278.8
(WEST)	126.3	360.8


GCO  
121.725

UNICOM  
122.8 (CTAF) **L**



### One Minute Holding Pattern

GOOTH  
YJN 16

1800  YJN R-169	GOOTH YJN <span style="border: 1px solid black; padding: 0 5px;">16</span>
--	---

1

$$\begin{array}{r} 1800 \leftarrow 349^\circ \\ \hline 169^\circ \end{array}$$
$$\frac{2.91^\circ}{\text{TCH } 45}$$

— 5 NM —

CATEGORY	A	B	C	D
S-19	840-1 612 (700-1)	840-1¼ 612 (700-1¼)	NA	
CIRCLING	840-1 612 (700-1)	860-1¼ 632 (700-1¼)	NA	

REIL Rwy 1 and 19 (L)  
MIRL Rwy 1-19 (L)

HIGHGATE, VERMONT  
Amdt 4A 23SEP10

HIGHGATE / FRANKLIN COUNTY STATE (FSO)  
5W VOR/DME RWY 19

44°56'N - 73°06'W

NE-1. 23 SEP 2010 to 21 OCT 2010

NE-1, 23 SEP 2010 to 21 OCT 2010

## HIGHGATE

FRANKLIN CO STATE (FSO) 3 W UTC-5(-4DT) N44°56.42' W73°05.85'

MONTREAL

228 B S4 FUEL 100LL, JET A+ LRA NOTAM FILE BTV

L-32G

RWY 01-19: H3000X60 (ASPH) S-12.5 MIRL

IAP

RWY 01: REIL. PAPI(P2L)—GA 4.0° TCH 35'. Tree.

RWY 19: REIL. Tree.

**AIRPORT REMARKS:** Attended Nov-Mar 1330-2200Z†, Apr-Oct 1230-2200Z†. Fuel avbl 24 hrs self serve. Seagulls invof arpt. 20 ft antenna array 200 ft east of centerline Rwy 01. Military equipment may be near the rwy. Turf ldg area east side of Rwy 01-19, no simultaneous ops. Rwy conditions may not be monitored or reported when the arpt is unattended. ACTIVATE MIRL Rwy 01-19, PAPI Rwy 01 and REIL Rwy 01 and Rwy 19—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.025 (802) 868-9941.**COMMUNICATIONS:** CTAF/UNICOM 122.8

PLATTSBURGH RCO 122.1R 116.9T (BURLINGTON RADIO)

Ⓡ BURLINGTON APP/DEP CON 121.1 (EAST) 126.3 (WEST)  
(1030-0500Z†)

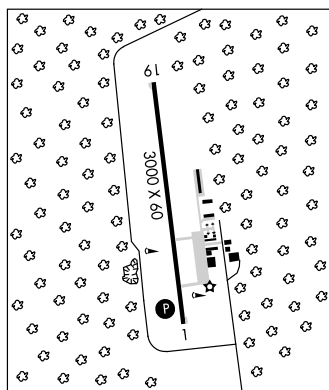
GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

Ⓡ BOSTON CENTER APP/DEP CON 120.35 (0500-1030Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE YUL.

ST JEAN (H) VORTAC 115.8 YJN Chan 105 N45°15.35'

W73°19.28' 169° 21.2 NM to fld. 144/16W. YJN VORTAC is in Canada—check Montreal QB (YUL) NOTAMS for outages or restrictions.



## ISLAND POND

JOHN H BOYLAN STATE (ISLAND POND) (5B1) 3 SE UTC-5(-4DT) N44°47.49' W71°49.31'

MONTREAL

1194 NOTAM FILE BTV

RWY 14-32: 2650X120 (TURF)

RWY 14: Trees. RWY 32: Trees.

**AIRPORT REMARKS:** Unattended. Ski operations only in winter. Rwy 14-32 thlds marked with yellow cones.**COMMUNICATIONS:** CTAF 122.9

JOHN H BOYLAN STATE (ISLAND POND) (See ISLAND POND)

LYNDONVILLE N44°30.25' W72°01.76' NOTAM FILE BTV.

MONTREAL

NDB (MHW) 353 LLX 023°3.9 NM to Caledonia Co. Unmonitored. Unusable 260°-275°;  
276°-259° byd 15 NM.

L-32H

## LYNDONVILLE

CALEDONIA CO (CDA) 3 N UTC-5(-4DT) N44°34.15' W72°01.08'

MONTREAL

1188 FUEL 100LL TPA-2199(1012) NOTAM FILE BTV

L-32H

RWY 02-20: H3300X60 (ASPH) S-12.5 LIRL (NSTD) 0.3% up N

IAP

RWY 02: REIL. Trees. RWY 20: Trees.

**AIRPORT REMARKS:** Attended Tues-Fri 1400-2000Z†, Sat-Sun 1400-2200Z†. Rwy conditions may not be monitored or reported when the arpt is unattended. Rwy 02-20 NSTD LIRL due to amber/clear globes. For maintenance call 802-334-5001. Bring own tiedowns. ACTIVATE REIL Rwy 02 and NSTD LIRL Rwy 02-20—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (802) 626-4532.**COMMUNICATIONS:** CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.7

GCO 121.725 (BURLINGTON CLNC and FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MPV.

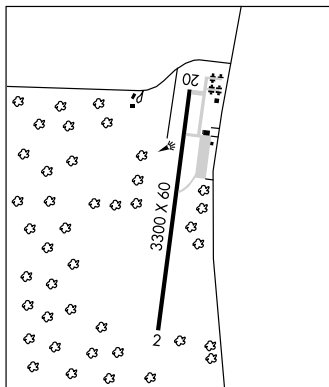
MONTPELIER (L) VORW/DME 110.8 MPV Chan 45 N44°05.13'

W72°26.96' 048° 34.5 NM to fld. 2080/16W.

LYNDONVILLE NDB (MHW) 353 LLX N44°30.25'

W72°01.76' 023° 3.9 NM to fld. NOTAM FILE BTV.

Unmonitored. Unusable 260°-275°; 276°-259° byd 15 NM.



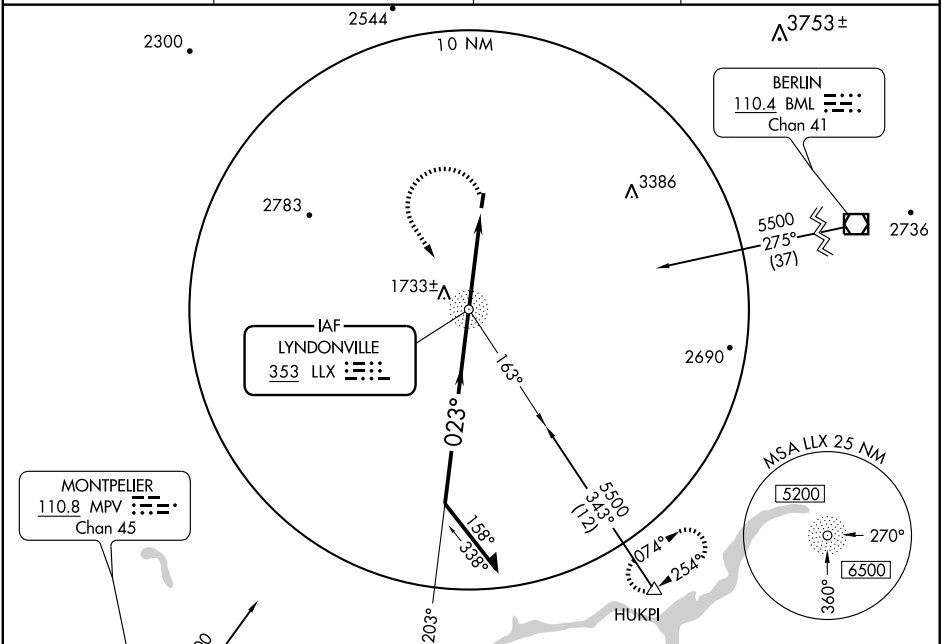
NDB LLX <b>353</b>	APP CRS <b>023°</b>	Rwy Idg TDZE Apt Elev	<b>3300</b> <b>1185</b> <b>1188</b>
-----------------------	------------------------	-----------------------------	---

## NDB RWY 2

LYNDONVILLE / CALEDONIA COUNTY (CDA)

<b>▽</b> <b>△</b> NA	If local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.	MISSED APPROACH: Climbing left turn to 5500 direct LLX NDB, then via LLX NDB 163° bearing to HUKPI INT and hold, continue climb in hold to 5500.
-------------------------	--	--

AWOS-3 <b>119.275</b>	BOSTON CENTER <b>135.7 282.2</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	-------------------------------------	-----------------------	---------------------------------



<div> <div>Remain within 10 NM</div> <div> <div>4000</div> <div>203°</div> <div>023°</div> <div>2600</div> <div>3.57°</div> <div>TCH 40</div> <div>3.7 NM</div> </div> </div>					<div> <div>ELEV 1188</div> <div> <div>20</div> <div>3300 X 60</div> <div>TDZE 1185</div> <div>0.3% Up</div> <div>2</div> <div>023° 3.7 NM from FAF</div> </div> </div>	
<div> <div>5500</div> <div>LLX</div> <div>LLX 163°</div> <div>HUKPI</div> </div>					<div> <div>REIL Rwy 2 0</div> <div>URL Rwy 2-20 0*</div> </div>	
<div> <div>FAF to MAP 3.7 NM</div> </div>					<div> <div>Knots</div> <div>60 90 120 150 180</div> </div>	
<div> <div>Min:Sec</div> <div>3:42 2:28 1:51 1:29 1:14</div> </div>						

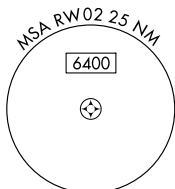
APP CRS  
**024°**Rwy Idg **3300**  
TDZE **1185**  
Apt Elev **1188****RNAV (GPS) RWY 2**

LYNDONVILLE / CALEDONIA COUNTY (CDA)

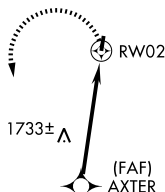


DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Whitefield, NH altimeter setting and increase all MDAs 80 feet and increase Cat A visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

AWOS-3  
**119.275**BOSTON CENTER  
**135.7 282.2**GCO  
**121.725**UNICOM  
**122.8 (CTAF) 0**

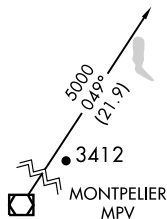
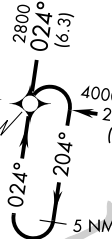
2783.



A 3386

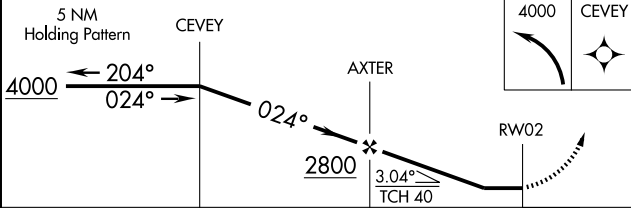
2736.

2690

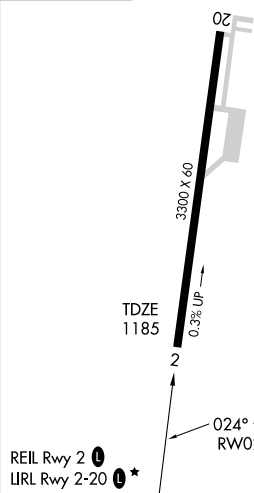


Procedure NA for arrivals at MPV VOR/DME on V447 southwest bound.

ELEV 1188



CATEGORY	A	B	C	D
RNAV MDA	2000-1 815 (900-1)	2000-1¼ 815 (900-1¼)	NA	
CIRCLING	2000-1 812 (900-1)	2000-1¼ 812 (900-1¼)	NA	





**MIDDLEBURY STATE** (6BØ) 3 SE UTC-5(-4DT) N43°59.09' W73°05.76'

NEW YORK

490 S4 FUEL 100LL TPA—See Remarks NOTAM FILE BTW

RWY 01-19: H2500X50 (ASPH) S-12.5

RWY 01: Trees. RWY 19: Trees. Rgt t/c.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. Self-svc fuel with credit card. High hills east of arpt. No line of sight between rwy ends. Rwy conditions may not be monitored or reported when the arpt is unattended. TPA—1300 (810); multi-engine TPA 1500 (1010). Ultralight and agricultural acft activity on and invof arpt. Rwy 01-19 has hanger and several acft tie downs located in twy safety area and obstruction free zone; pilots should carefully monitor wing tip clearances and use caution while taxiing acft.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**MONTPELIER** N44°05.13' W72°26.96' NOTAM FILE MPV.

MONTREAL

(L) VORW/DME 110.8 MPV Chan 45 341° 8.6 NM to Edward F Knapp State. 2080/16W.

L-326

RCO 122.6 122.2 (BURLINGTON RADIO)

**MORRISVILLE-STOWE STATE** (MVL) 2 SW UTC-5(-4DT) N44°32.08' W72°36.84'

MONTREAL

732 B S4 FUEL 100LL, JET A NOTAM FILE MVL

L-326

RWY 01-19: H3701X75 (ASPH) S-25 MIRL 0.5% up N

IAP

RWY 01: REIL. Trees.

RWY 19: REIL. VASI (V2R)—GA 3.5°. Trees.

**AIRPORT REMARKS:** Attended 1200-2300Z±. For fuel and svcs after hours and info call 802-888-7845. Rwy conditions may not be monitored or reported when the arpt is unattended. Glider ops dalgt hours May-Oct. Acft ldg off pavement will be at own risk/liability. ACTIVATE MIRL Rwy 01-19; REIL Rwys 01 and 19; VASI Rwy 19—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.625 (802) 888-7934.**COMMUNICATIONS:** CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.7

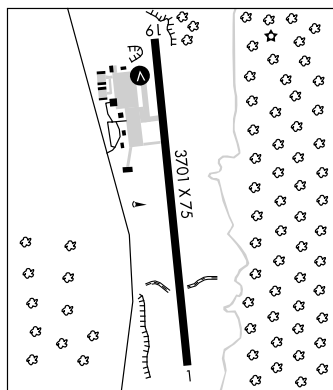
GCO 135.075 (BURLINGTON CLNC and FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTW.

BURLINGTON (L) VORW/DME 117.5 BTW Chan 122 N44°23.83'

W73°10.95' 086° 25.8 NM to fld. 420/15W. HIWAS.

NDB (MHW) 375 JRV N44°34.72' W72°35.24' 219° 2.9 NM to fld. NDB unmonitored.

**MOUNT MANSFIELD** N44°23.20' W72°41.61' NOTAM FILE MPV.

MONTREAL

NDB (MHW) 268 VKN 167° 12.0 NM to Edward F Knapp State. Unusable 060°-200° byd 19 NM.

L-326

**MOUNT SNOW** (See WEST DOVER)**NEWPORT STATE** (EFK) 3 SW UTC-5(-4DT) N44°53.33' W72°13.75'

MONTREAL

930 B S3 FUEL 100LL, JET A LRA NOTAM FILE BTW

L-32H

RWY 05-23: H4000X100 (ASPH) S-30 D-44

IAP

RWY 05: Trees. RWY 23: Tree.

RWY 18-36: H4000X100 (ASPH) S-30, D-44 MIRL 0.3% up N

RWY 18: Tree. RWY 36: REIL. PAPI(P2L)—GA 4.0° TCH 69'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z±. Self serve fuel avbl 24 hrs. For full maintenance shop and taxicab call 802-334-3100. Rwy 05-23 CLOSED winter months. Rwy conditions may not be monitored or reported when the arpt is unattended. Gulls on and in vicinity of arpt. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 36—CTAF.

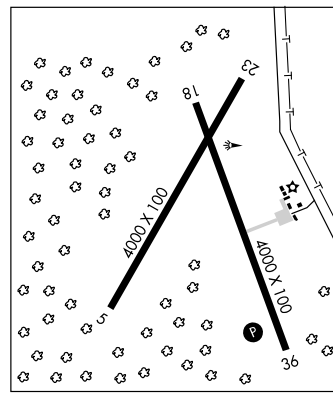
**WEATHER DATA SOURCES:** AWOS-3 118.275 (802) 334-4427.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 (BURLINGTON RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.

BERLIN (T) VORW/DME 110.4 BML Chan 41 N44°38.00'

W71°11.17' 306° 47.2 NM to fld. 1731/17W. HIWAS.



APP CRS **204°**  
 Rwy Idg **3701**  
 TDZE **732**  
 Apt Elev **732**

# GPS RWY 19

MORRISVILLE-STOWE STATE (MVL)

**IAF** ARM APPROACH MODE PRIOR TO IAF.  
**NA** When local altimeter setting not received, procedure not authorized.

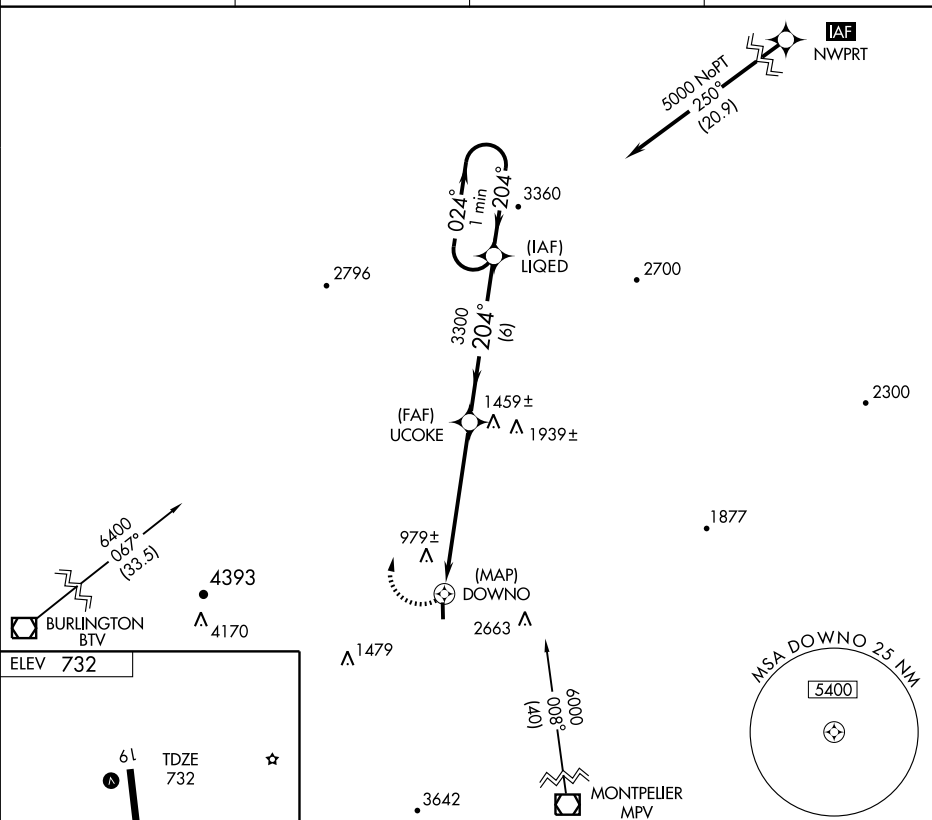
MISSED APPROACH: Climbing right turn to 5000 direct LIQED WP and hold.

ASOS  
**135.625**

BOSTON CENTER  
**135.7 282.2**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**





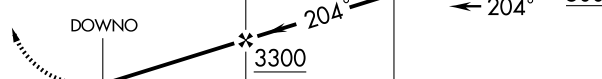

ELEV 732

61 TDZE 732

3701 X 75  
 0.5% UP

MIRL Rwy 1-19 0  
 REIL Rws 1 and 19 0

MORRISVILLE, VERMONT  
 Orig 07074

5000	LIQED			
				
		UCOKE	LIQED	One Minute Holding Pattern
				
		6.2 NM	6 NM	
CATEGORY	A	B	C	D
S-19	1560-1 828 (900-1)	1560-1¼ 828 (900-1¼)	NA	
CIRCLING	1600-1 868 (900-1)	1600-1¼ 868 (900-1¼)	NA	

MORRISVILLE-STOWE STATE (MVL)

# GPS RWY 19

44°32'N - 72°37'W

NDB JRV <b>375</b>	APP CRS <b>223°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>732</b>
-----------------------	------------------------	-----------------------------	--------------------------

# NDB or GPS-B

## MORRISVILLE-STOWE STATE (MVL)

When local altimeter setting not received, procedure NA.

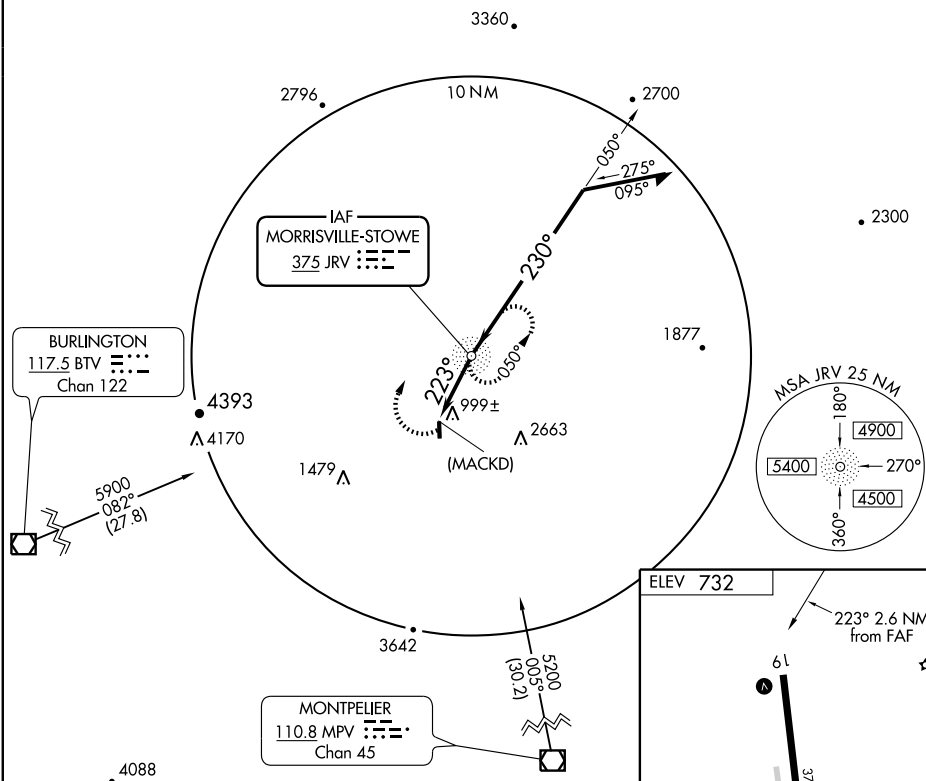
MISSED APPROACH: Climbing right turn to 4000 direct JRV NDB and hold.

ASOS  
**135.625**

BOSTON CENTER  
**135.7 282.2**

GCO  
**135.075**

UNICOM  
**122.8 (CTAF) 0**

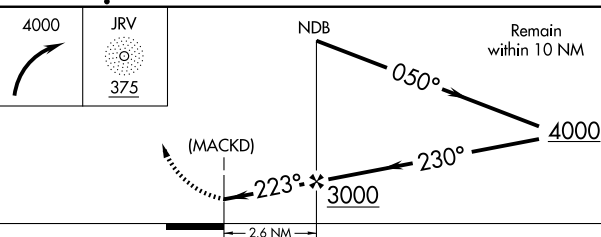


ELEV 732

223° 2.6 NM from FAF



MIRL Rwy 1-19 0  
REIL Rwy 1 and 19 0



CATEGORY	A	B	C	D
CIRCLING	2000-1¼ 1268 (1300-1¼)	2000-1½ 1268 (1300-1½)	NA	NA

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

**MIDDLEBURY STATE** (6BØ) 3 SE UTC-5(-4DT) N43°59.09' W73°05.76'

NEW YORK

490 S4 FUEL 100LL TPA—See Remarks NOTAM FILE BTW

RWY 01-19: H2500X50 (ASPH) S-12.5

RWY 01: Trees. RWY 19: Trees. Rgt t/c.

**AIRPORT REMARKS:** Attended 1300Z±-dusk. Self-svc fuel with credit card. High hills east of arpt. No line of sight between rwy ends. Rwy conditions may not be monitored or reported when the arpt is unattended. TPA—1300 (810); multi-engine TPA 1500 (1010). Ultralight and agricultural acft activity on and invof arpt. Rwy 01-19 has hanger and several acft tie downs located in twy safety area and obstruction free zone; pilots should carefully monitor wing tip clearances and use caution while taxiing acft.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**MONTPELIER** N44°05.13' W72°26.96' NOTAM FILE MPV.

MONTREAL

(L) VORW/DME 110.8 MPV Chan 45 341° 8.6 NM to Edward F Knapp State. 2080/16W.

L-326

RCO 122.6 122.2 (BURLINGTON RADIO)

**MORRISVILLE-STOWE STATE** (MVL) 2 SW UTC-5(-4DT) N44°32.08' W72°36.84'

MONTREAL

732 B S4 FUEL 100LL, JET A NOTAM FILE MVL

L-326

RWY 01-19: H3701X75 (ASPH) S-25 MIRL 0.5% up N

IAP

RWY 01: REIL. Trees.

RWY 19: REIL. VASI (V2R)—GA 3.5°. Trees.

**AIRPORT REMARKS:** Attended 1200-2300Z±. For fuel and svcs after hours and info call 802-888-7845. Rwy conditions may not be monitored or reported when the arpt is unattended. Glider ops dalgt hours May-Oct. Acft ldg off pavement will be at own risk/liability. ACTIVATE MIRL Rwy 01-19; REIL Rwys 01 and 19; VASI Rwy 19—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.625 (802) 888-7934.**COMMUNICATIONS:** CTAF/UNICOM 122.8

BOSTON CENTER APP/DEP CON 135.7

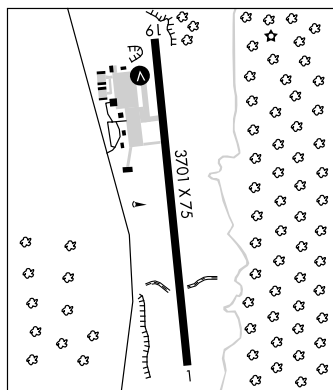
GCO 135.075 (BURLINGTON CLNC and FLIGHT SERVICES)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BTW.

BURLINGTON (L) VORW/DME 117.5 BTW Chan 122 N44°23.83'

W73°10.95' 086° 25.8 NM to fld. 420/15W. HIWAS.

NDB (MHW) 375 JRV N44°34.72' W72°35.24' 219° 2.9 NM to fld. NDB unmonitored.

**MOUNT MANSFIELD** N44°23.20' W72°41.61' NOTAM FILE MPV.

MONTREAL

NDB (MHW) 268 VKN 167° 12.0 NM to Edward F Knapp State. Unusable 060°-200° byd 19 NM.

L-326

**MOUNT SNOW** (See WEST DOVER)**NEWPORT STATE** (EFK) 3 SW UTC-5(-4DT) N44°53.33' W72°13.75'

MONTREAL

930 B S3 FUEL 100LL, JET A LRA NOTAM FILE BTW

L-32H

RWY 05-23: H4000X100 (ASPH) S-30 D-44

IAP

RWY 05: Trees. RWY 23: Tree.

RWY 18-36: H4000X100 (ASPH) S-30, D-44 MIRL 0.3% up N

RWY 18: Tree. RWY 36: REIL. PAPI(P2L)—GA 4.0° TCH 69'. Trees.

**AIRPORT REMARKS:** Attended 1300-2200Z±. Self serve fuel avbl 24 hrs. For full maintenance shop and taxicab call 802-334-3100. Rwy 05-23 CLOSED winter months. Rwy conditions may not be monitored or reported when the arpt is unattended. Gulls on and in vicinity of arpt. ACTIVATE MIRL Rwy 18-36, PAPI Rwy 36—CTAF.

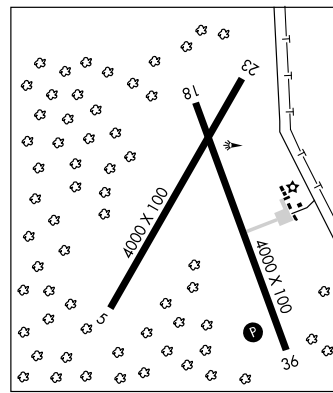
**WEATHER DATA SOURCES:** AWOS-3 118.275 (802) 334-4427.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.5 (BURLINGTON RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BML.

BERLIN (T) VORW/DME 110.4 BML Chan 41 N44°38.00'

W71°11.17' 306° 47.2 NM to fld. 1731/17W. HIWAS.



NEWPORT STATE (EFK)  
GPS RWY 36

**POST MILLS** (2B9) 0 E UTC-5(-4DT) N43°53.05' W72°15.22'

NEW YORK

693 S2 NOTAM FILE BTW

RWY 04-22: 2900X80 (TURF)

RWY 04: Tree. Rgt tfc.

RWY 22: Tree.

RWY 05-23: 2300X80 (TURF)

RWY 05: Tree. Rgt tfc.

RWY 23: Road.

**AIRPORT REMARKS:** Attended irregularly. Ultralights; gliders and hot air balloons on and invof arpt. Trees 400' from end of Rwy 22 and 23. No snow removal. Arpt open to ski acft only when snow covered. Call 802-333-9254 for info. Propane avbl for hot air balloons.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RUTLAND-SOUTHERN VERMONT RGNL** (RUT) 5 S UTC-5(-4DT) N43°31.80' W72°56.98'

NEW YORK

787 B S4 FUEL 100LL, JET A TPA-1787(1000) Class IV, ARFF Index A

H-11D, 12K, L-32G

NOTAM FILE RUT

IAP

RWY 01-19: H5000X100 (ASPH-GRVD) S-40, D-68, 2S-86 MIRL

RWY 01: PVASI(PSIR)—GA 3.5°. Hill.

RWY 19: MALSR. REIL. VASI(V4L)—GA 3.5° TCH 50'. Rgt tfc.

RWY 13-31: H3170X75 (ASPH) S-30 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.75° TCH 34'. Road.

RWY 31: Trees.

**RUNWAY DECLARED DISTANCE INFORMATION:**

RWY 01: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

RWY 19: TORA-5000 TODA-5000 ASDA-5000 LDA-5000

**AIRPORT REMARKS:** Attended 1300-0100Z+. For after hrs svc call 802-773-3348. Rwy conditions may not be monitored or reported when the arpt is unattended. Birds on and invof arpt. Acft with wing spans exceeding 79' authorized to use Twy A and Twy B east of Rwy 01-19, and Rwy 13-31 for taxiing, and Rwy 01 and 19 for txf and ldg. 150' turnarounds at ends of Rwy 01 and 19. Noise sensitive area southeast of arpt ctc arpt manager. Type I and type IV deicing avbl. ACTIVATE MIRL Rwy 01-19 and 13-31; MALSR Rwy 19, and REILS Rwy 13 and 19; PAPI Rwy 13—CTAF. Low ints lighting not avl dawn-dusk. Ldg/parking fees may apply for non-based acft.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (802) 747-3044.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.3 (BURLINGTON RADIO)

BOSTON CENTER APP/DEP CON 135.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE RUT.

(T) VOR/DME 111.0 RUT Chan 47 N43°31.60' W72°57.04' at fld. 781/15W.

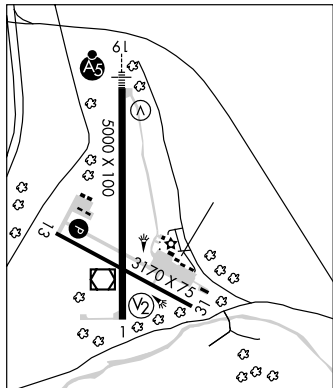
VOR/DME unusable:

024°-116°

117°-191° byd 15 NM blo 8000'

230°-310 byd 15 NM blo 8000'

ILS/DME 111.7 I-RUT Chan 54 Rwy 19. LOC only. Unmonitored.

**SHELBURNE** (VT8) 2 S UTC-5(-4DT) N44°21.64' W73°14.51'

MONTREAL

325 S4 FUEL MOGAS NOTAM FILE BTW

RWY 01-19: 2250X60 (TURF)

RWY 01: Trees.

RWY 19: Trees.

**AIRPORT REMARKS:** Attended daylight hours. No line of sight between rwy ends. Call arpt manager 802-985-2100 in advance for rwy conditions.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**SMUTO** N43°42.38' W72°57.43' NOTAM FILE RUT.

NEW YORK

NDB (MHW) 221 DYO 193° 10.6 NM to Rutland State. Unusable 351°-189° byd 15 NM.

L-32G

**SPRINGFIELD** N43°16.20' W72°35.18' NOTAM FILE VSF.

NEW YORK

NDB (MHW) 265 SXD 048° 5.0 NM to Hartness State (Springfield). NDB unmonitored.

L-32G

RCO 122.5 (BURLINGTON RADIO)

LOC/DME I-RUT  
111.7  
Chan 54

APP CRS  
194°

Rwy Idg 5000  
TDZE 787  
Apt Elev 787

LOC Y RWY 19

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

**V** Circling NA east of Rwy 19 and 31. DME Required.  
When local altimeter setting not received, use Springfield  
altimeter setting and increase all MDA 500 feet.  
**NA** VDP NA when using Springfield altimeter setting. CHITT FIX  
Straight-In Minima NA when using Springfield altimeter setting.  
Inoperative table does not apply to S-19 Cat A and B.

MALSR

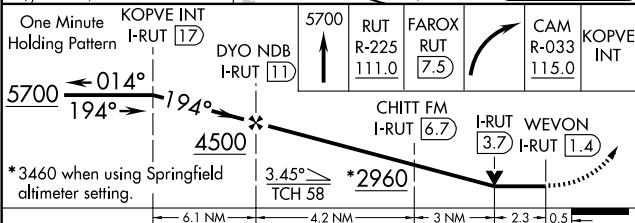
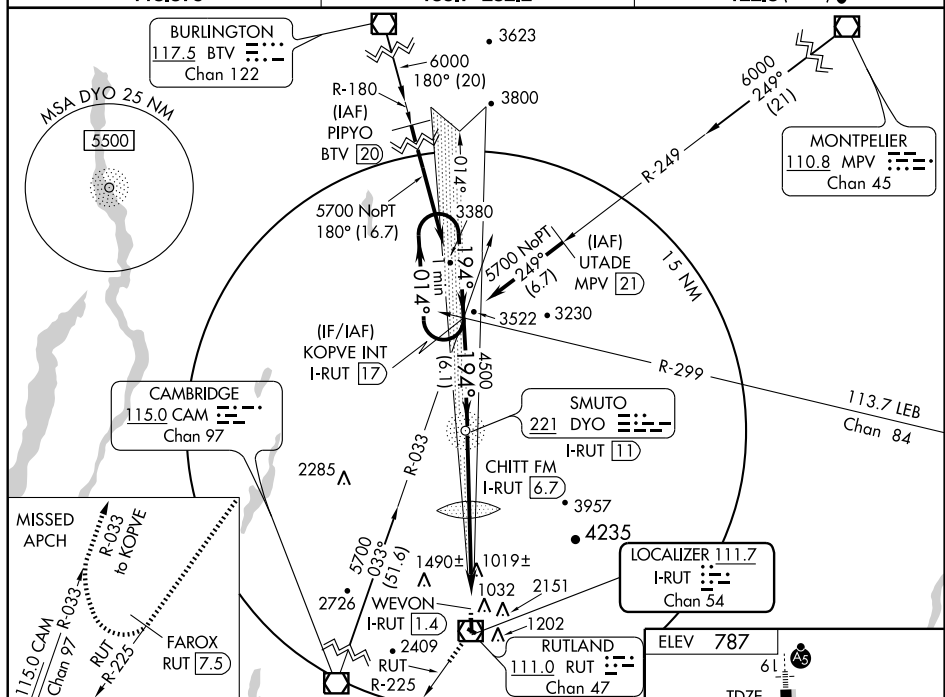


MISSED APPROACH: Climb to 5700 via RUT  
VOR/DME and RUT VOR/DME R-225 to  
FAROX/RUT 7.5 DME and right turn via  
CAM VOR/DME R-033 to KOPVE INT/I-RUT  
17 DME and hold.

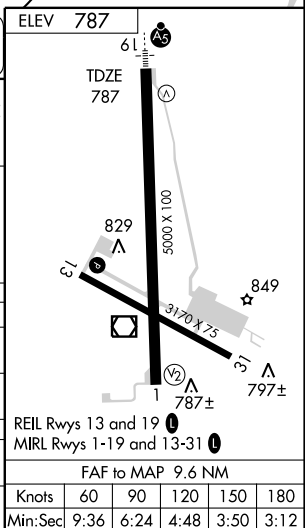
AWOS-3  
118.375

BOSTON CENTER  
135.7 282.2

UNICOM  
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-19	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-2½ 2173 (2200-2½)	NA
CIRCLING	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-3 2173 (2200-3)	NA
CHITT FIX MINIMUMS				
S-19	1880-¾ 1093 (1100-¾)	1880-1 1093 (1100-1)	1880-2½ 1093 (1100-2½)	NA
CIRCLING	1900-1¼ 1113 (1200-1¼)	1900-1½ 1113 (1200-1½)	1960-3 1173 (1200-3)	NA



REIL Rwy 13 and 19  
MIRL Rwy 1-19 and 13-31

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

RUTLAND, VERMONT

Amdt 3A 14JAN10

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

43°32'N - 72°57'W

LOC Y RWY 19

NE-1, 23 SEP 2010 to 21 OCT 2010

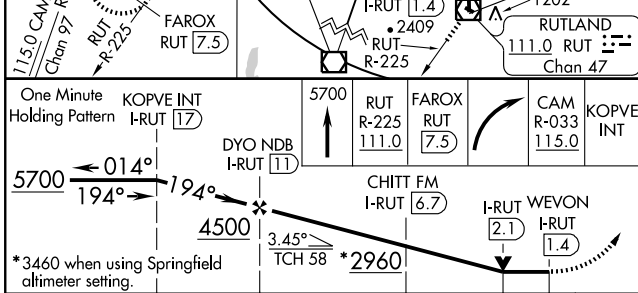
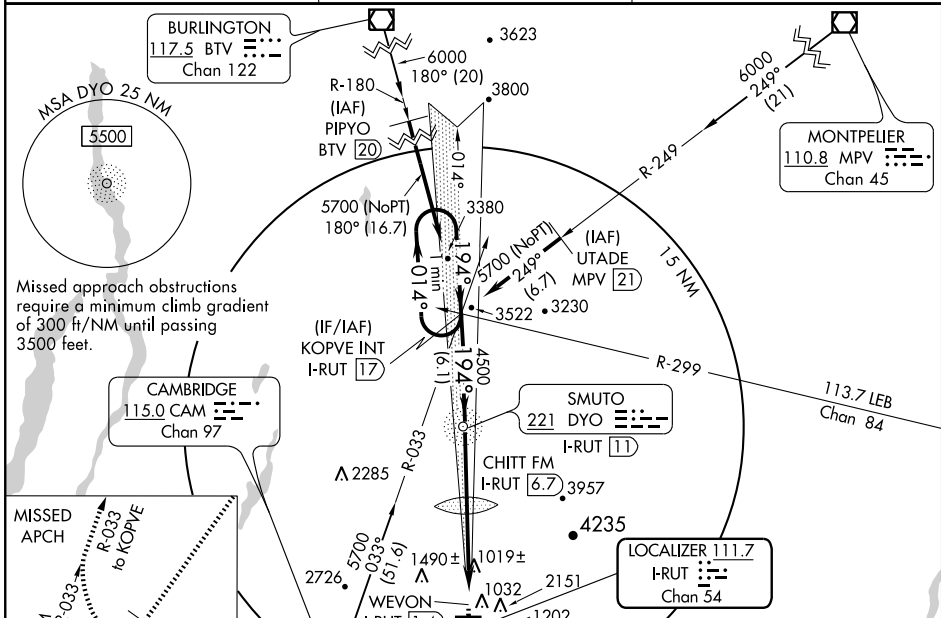
NE-1, 23 SEP 2010 to 21 OCT 2010

LOC/DME I-RUT <b>111.7</b> Chan <b>54</b>	APP CRS <b>194°</b>	Rwy Idg <b>5000</b> TDZE <b>787</b> Apt Elev <b>787</b>
---	------------------------	---

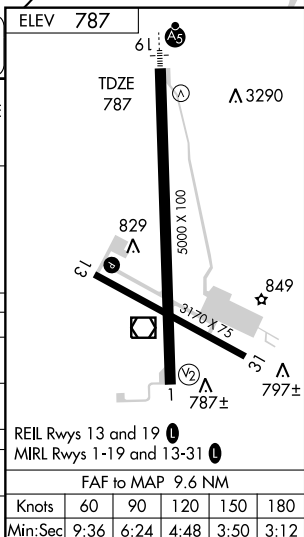
# LOC Z RWY 19 RUTLAND-SOUTHERN VERMONT RGNL (RUT)

<b>V</b> <b>NA</b>	Circling NA east of Rwy 19 and 31. DME Required. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. CHITT FIX Straight-in Minimums NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 Cat A and B. VDP NA when using Springfield altimeter setting.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 5700 via RUT VOR/DME and RUT VOR/DME R-225 to FAROX/RUT 7.5 DME and right turn via CAM VOR/DME R-033 to KOPVE INT/I-RUT 17 DME and hold.
-----------------------	---	------------------	---

AWOS-3 <b>118.375</b>	BOSTON CENTER <b>135.7 282.2</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	-------------------------------------	---------------------------------



CATEGORY	A	B	C	D
S-19	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-2½ 2173 (2200-2½)	NA
CIRCLING	2960-1¼ 2173 (2200-1¼)	2960-1½ 2173 (2200-1½)	2960-3 2173 (2200-3)	NA
CHITT FIX MINIMUMS				
S-19	1280-½ 493 (500-½)	1280-¾ 493 (500-¾)	NA	NA
CIRCLING	1900-1¼ 1113 (1200-1¼)	1900-1½ 1113 (1200-1½)	1960-3 1173 (1200-3)	NA





APP CRS  
**014°**

Rwy Idg **5000**  
TDZE **787**  
Apt Elev **787**

# RNAV (GPS) RWY 1

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

**Procedure NA at night. Circling NA east of Rwy 19 and 31.**  
**DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.**  
When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

**MISSED APPROACH:** Climbing left turn to 5700 direct DABTE and hold.

AWOS-3  
**118.375**

BOSTON CENTER  
**135.7 282.2**

UNICOM  
**122.8 (CTAF) 0**

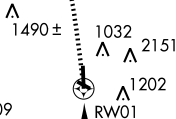
MISSED APCH FIX



• 2110

• 2726

• 2409



(FAF) WIRAX  
3800  
014°  
(3.5)

VOCUY

(IAF) WETID  
3780

3445

4800

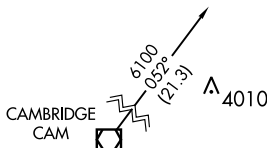
014°  
(3.5)

5300 NoPT

284°  
(5)

(IAF) UCEKU

Procedure NA for arrivals at CAM VOR/DME on airway radials 016 CW 108.



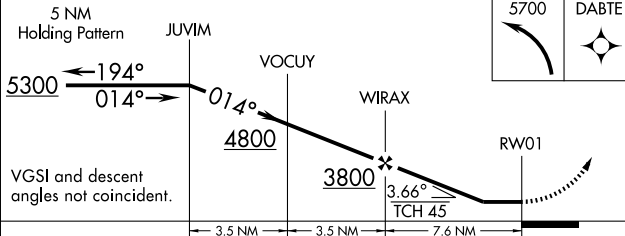
6000  
289°  
(10.6)  
JAMMA

3281

014°

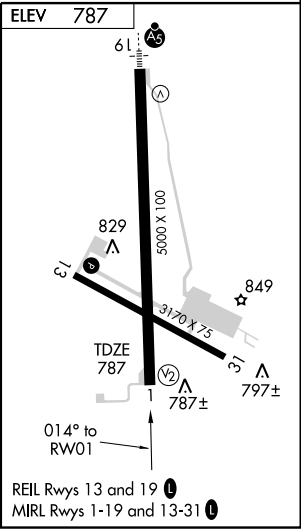
5 NM

ELEV 787



VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA
CIRCLING	3100-1¼ 2313 (2400-1¼)	3100-1½ 2313 (2400-1½)	3100-3 2313 (2400-3)	NA



REIL Rwy 13 and 19  
MIRL Rwy 1-19 and 13-31

APP CRS	Rwy Idg	<b>5000</b>
<b>179°</b>	TDZE	<b>787</b>
	Apt Elev	<b>787</b>

**RNAV (GPS) RWY 19**

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

**INOPERATIVE** Inoperative table does not apply. Circling NA east of Rwy 19 and 31.  
**AL** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.  
 VDP NA when using Springfield altimeter setting.

MALSR



**MISSED APPROACH:** Climb to 5700 direct RUTOC and right turn via 288° track to GRISS and hold, continue climb-in-hold to 5700.

 AWOS-3  
**118.375**

 BOSTON CENTER  
**135.7 282.2**

 UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at BTV VOR/DME on airway radials 135 CW 202.

 (IAF) BURLINGTON  
 BTM

 5700 NoPT  
 186° (36.3)

 (IAF) MONTPELIER  
 MPV

Procedure NA for arrivals at MPV VOR/DME via V447 northeast bound.

(IF/IAF) DABTE

 4000  
 179°  
 (5.5)

HOSUG

 3000  
 179°  
 (4.5)

(FAF) RUTAN

 1032  
 2151

(MAP) CORNN

1202

RUTOC

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

288°

VOR/DME RUT  
111.0  
Chan 47

APP CRS  
017°

Rwy Idg  
TDZE  
Apt Elev

5000  
787  
787

VOR/DME RWY 1

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

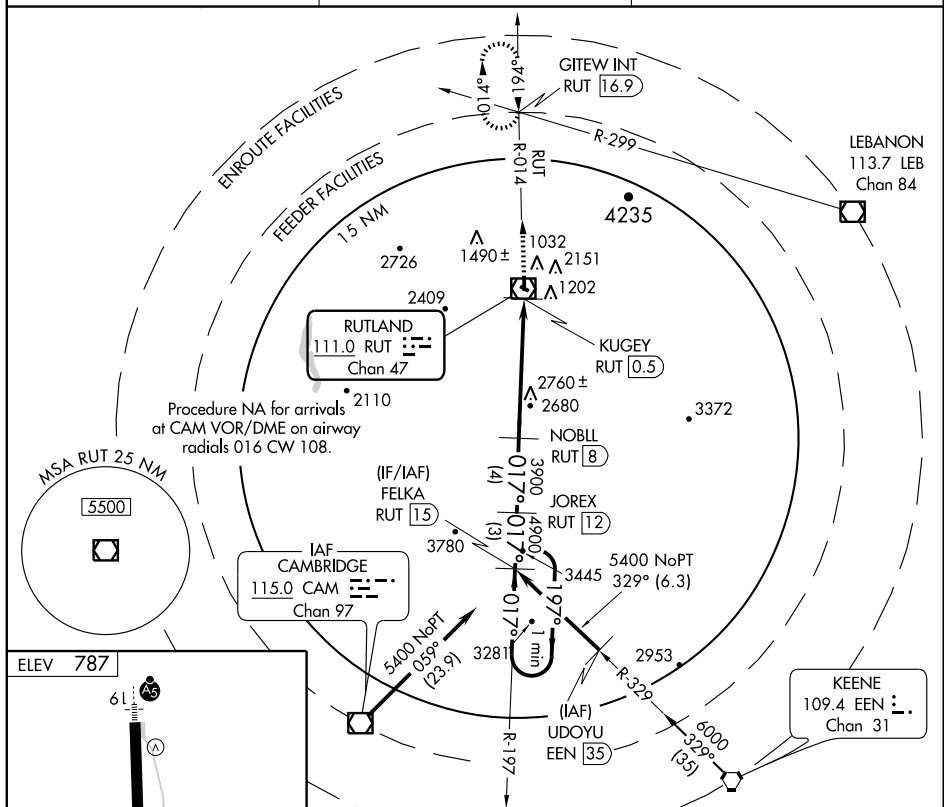
Procedure NA at night. Circling NA east of Rwy 19 and 31.  
Visibility reduction by helicopters NA. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet.

MISSED APPROACH: Climb to 5700 via RUT VOR/DME R-014 to GITEW INT/ RUT 16.9 DME and hold.

AWOS-3  
118.375

BOSTON CENTER  
135.7 282.2

UNICOM  
122.8 (CTAF) 0



One Minute Holding Pattern

FELKA RUT [15]

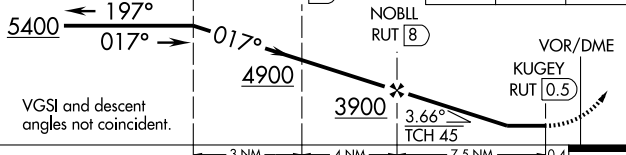
JOEX RUT [12]

NOBLL RUT [8]

5700

RUT R-014 111.0

GITEW INT



CATEGORY	A	B	C	D
S-1	3120 - 1¼ 2333 (2400-1¼)	3120 - 1½ 2333 (2400-1½)	3120 - 3 2333 (2400-3)	NA
CIRCLING	3120 - 1¼ 2333 (2400-1¼)	3120 - 1½ 2333 (2400-1½)	3120 - 3 2333 (2400-3)	NA

RUTLAND, VERMONT  
Amdt 1A 19NOV09

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

43°32'N - 72°57'W

VOR/DME RWY 1

NE-1, 23 SEP 2010 to 21 OCT 2010

NE-1, 23 SEP 2010 to 21 OCT 2010

VOR/DME RUT  
**111.0**  
 Chan **47**

APP CRS  
**194°**

Rwy Idg **5000**  
 TDZE **787**  
 Apt Elev **787**

**VOR/DME RWY 19**  
 RUTLAND-SOUTHERN VERMONT RGNL (RUT)

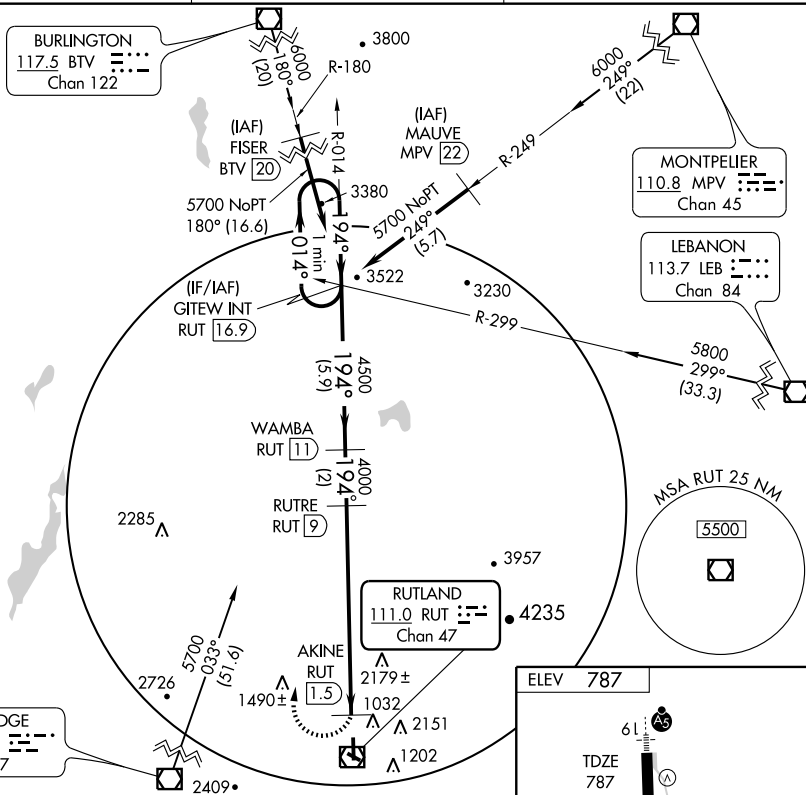
⚠ Circling NA east of Rwy 19 and 31. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. VDP NA when using Springfield altimeter setting. Inoperative table does not apply to S-19 A and B.

MALSR  
 MISSED APPROACH: Climbing right turn to 5700 via heading 040° and via RUT VOR/DME R-014 to GITEW INT/RUT 16.9 DME and hold.

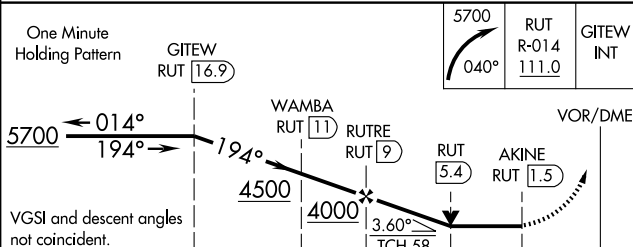
AWOS-3  
**118.375**

BOSTON CENTER  
**135.7 282.2**

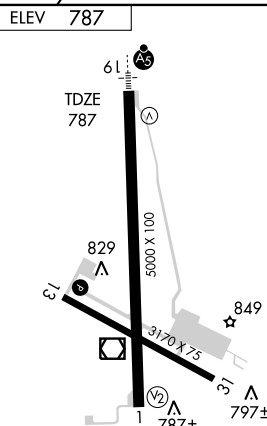
UNICOM  
**122.8 (CTAF)**



One Minute  
 Holding Pattern



CATEGORY	A	B	C	D
S-19	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-2½ 1773 (1800-2½)	NA
CIRCLING	2560-1¼ 1773 (1800-1¼)	2560-1½ 1773 (1800-1½)	2560-3 1773 (1800-3)	NA



REIL Rwy 13 and 19  
 MIRL Rwy 1-19 and 13-31

RUTLAND, VERMONT

RUTLAND-SOUTHERN VERMONT RGNL (RUT)

Amdt 1 09071

43°32'N - 72°57'W

**VOR/DME RWY 19**

NE-1, 23 SEP 2010 to 21 OCT 2010

NE-1, 23 SEP 2010 to 21 OCT 2010

## SPRINGFIELD

**HARTNESS STATE (SPRINGFIELD)** (VSF) 3 NW UTC-5(-4DT) N43°20.62' W72°31.04'

NEW YORK

577 B S4 FUEL 100LL, JET A TPA—See Remarks NOTAM FILE VSF

H-11D, 12K, L-32G

RWY 05-23: H5498X100 (ASPH) S-32, D-45 MIRL 0.3% up SW

IAP

RWY 05: REIL. VASI(V4L)—GA 4.0°TCH 59'. Trees.

RWY 23: Trees.

RWY 11-29: H3000X75 (ASPH) S-30 MIRL 0.3% up W

RWY 11: Trees. RWY 29: Tree.

**AIRPORT REMARKS:** Attended Jun-Sep 1300-0000Z† Oct-May 1300-2200Z†. Geese on and in vicinity of arpt. Gliders on and in vicinity of arpt. Rwy conditions may not be monitored or reported when the arpt is unattended. Noise sensitive area west of arpt. Rwy 23 is preferred for day, VFR, no wind conditions. TPA—1600(1023), multi-engine 2100(1523). Maintain recommended TPA on downwind leg for Rwy 05. Apron and Twys A and B pavement capacity is S-46, D-62.

**WEATHER DATA SOURCES:** ASOS 121.425 (802) 886-6006.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

SPRINGFIELD RCO 122.5 (BURLINGTON RADIO)

Ⓡ BOSTON CENTER APP/DEP CON 134.7

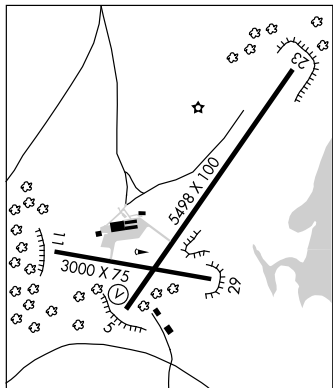
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LEB.

LEBANON (L) VOR/DME 113.7 LEB Chan 84 N43°40.73'

W72°12.96' 228° 24 NM to fld. 1460/15W.

**SPRINGFIELD NDB (MHW)** 265 SXD N43°16.20' W72°35.18' 048° 5.0 NM to fld. NOTAM FILE VSF. NDB unmonitored.

**ILS/DME 111.3** I-VSF Chan 50 Rwy 05. LOC only. LOC/DME unmonitored. DME unusable by 11 NM bto 3500'.



## VERGENNES

**BASIN HARBOR** (B06) 4 NW UTC-5(-4DT) N44°11.75' W73°20.98'

MONTREAL

132 NOTAM FILE BTW

RWY 02-20: 3000X90 (TURF)

RWY 02: Trees. RWY 20: Trees.

**AIRPORT REMARKS:** Attended May-15-Oct 15 SR-SS. Arpt CLOSED from late Fall to early Spring—ctc arpt manager 802-475-2311. Gliders on and in vicinity of arpt. Rwy 02-20 outlined with orange barrels. Rwy surface soft after heavy rain.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**WARREN-SUGARBUSH** (0B7) 2 E UTC-5(-4DT) N44°07.04' W72°49.62'

MONTREAL

1470 FUEL 100LL NOTAM FILE BTW

RWY 04-22: H2575X30 (ASPH) S-8.5

RWY 04: Tree. Rgt tfc. RWY 22: Tree.

**AIRPORT REMARKS:** Attended May-Oct 1400-2300Z†. Arpt CLOSED Nov-Apr. Fuel self serve. Extensive glider activity on arpt surface to 18,000' daltg hrs. Occasional aerobatic activity; arpt may be CLOSED during this activity; check NOTAMS. No line of sight between rwy ends. Touch and go ldgs not permitted. Grass areas not authorized for tkfs and ldgs without first checking UNICOM for fld conditions.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

LOC/DME I-VSF <b>111.3</b> Chan <b>50</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>5498</b> <b>575</b> <b>577</b>
---	------------------------	-----------------------------	---

LOC/DME RWY 5

SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (VSF)

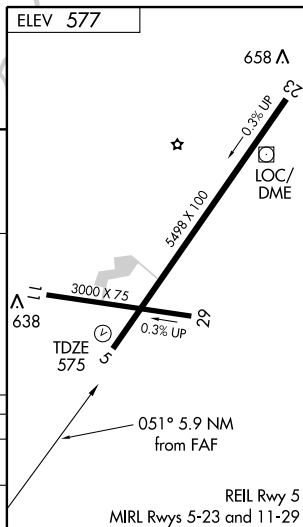
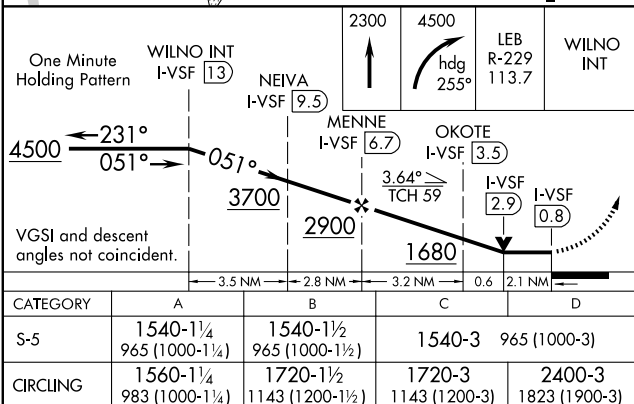
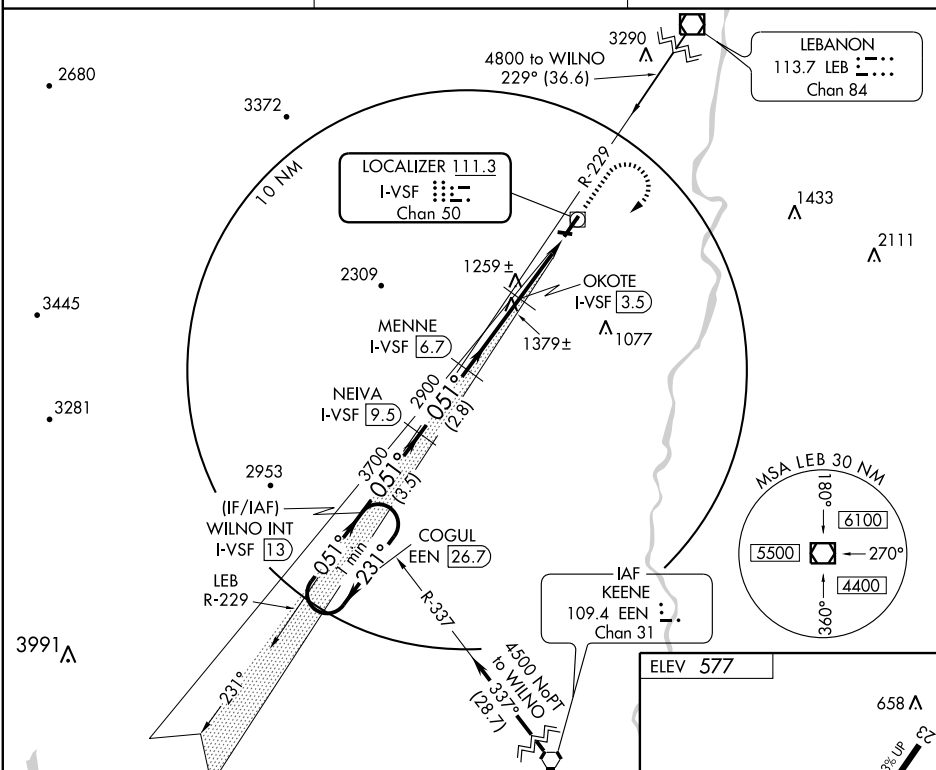


MISSED APPROACH: Climb to 2300 then climbing right turn to 4500 via heading 255° and LEB VOR/DME R-229 to WILNO INT/I-VSF 13 DME and hold, continue climb-in-hold to 4500.

ASOS  
**121.425**

BOSTON CENTER  
**134.7 381.4**

UNICOM  
**122.8** (CTAF)



## RNAV (GPS) RWY 5

SPRINGFIELD / HARTNESS STATE (SPRINGFIELD) (V5F)

APP CRS <b>050°</b>	Rwy Idg TDZE Apt Elev	<b>5498</b> <b>575</b> <b>577</b>
------------------------	-----------------------------	---



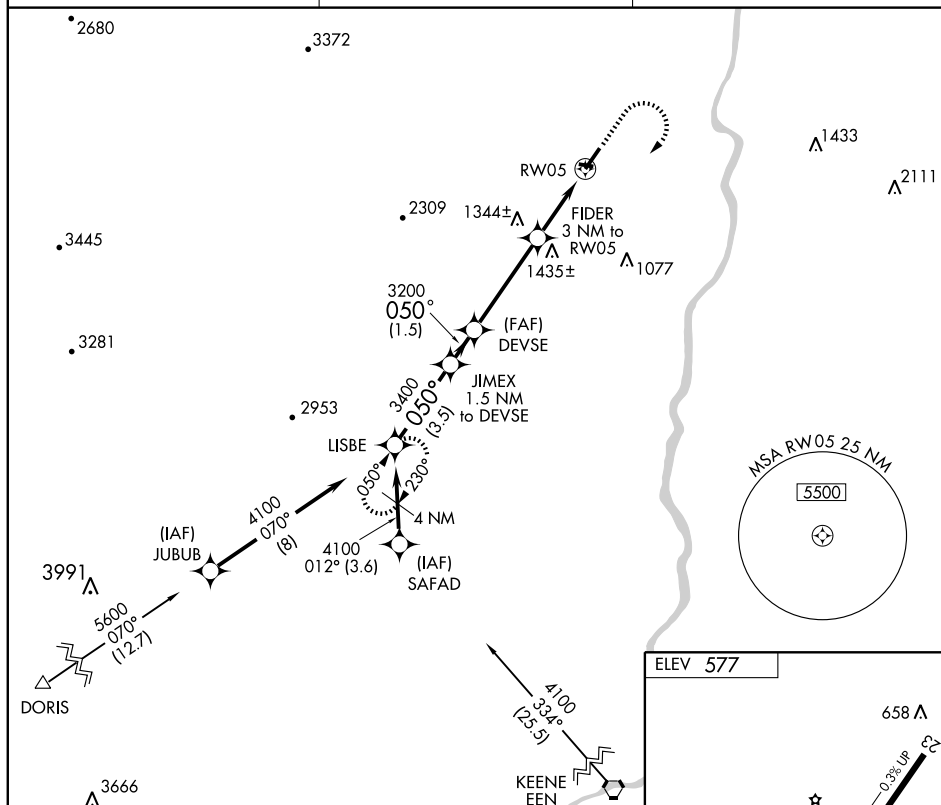
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 then climbing  
right turn to 4100 direct LISBE WP and hold.

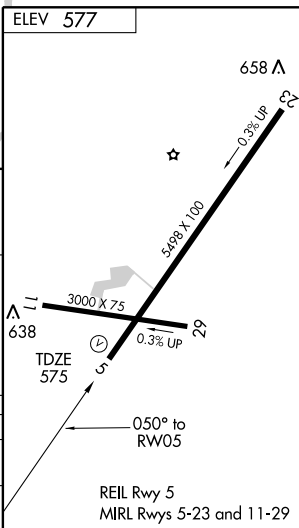
ASOS  
**121.425**

BOSTON CENTER  
**134.7 381.4**

UNICOM  
**122.8** (CTAF)



	LISBE	JIMEX 1.5 NM to DEVSE	DEVSE	FIDER 3 NM to RW05	RW05
	4100	3400	3200	1720	
	Procedure Turn NA	050°	3.46° TCH 59	2.2 NM to RW 05	
	VGSI and descent angles not coincident.				
	3.5 NM	1.5	4 NM	0.8	2.2
CATEGORY	A	B	C	D	
LNAV MDA	1560-1½ 985 (1000-1¼)	1560-1½ 985 (1000-1½)	1560-3	985 (1000-3)	
CIRCLING	1560-1½ 983 (1000-1¼)	1700-1½ 1123 (1200-1½)	1700-3 1123 (1200-3)	2400-3 1823 (1900-3)	



**WEST DOVER****MOUNT SNOW** (4V8) 1 SW UTC-5(-4DT) N42°55.63' W72°51.94'

1953 FUEL 100LL NOTAM FILE BTW

RWY 01-19: H2650X75 (ASPH) LIRL (NSTD)

RWY 01: Trees. RWY 19: Trees.

**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs with credit card. No line of sight between rwy ends. Old X markings denoting clsd rwy showing through asph coating. Rwy 01-19 pavement has blocking, traverse cracking, rutting and loose rocks on rwy. Primary surface area cluttered with trees. Transitional areas cluttered with trees. Arpt lgts opr dusk-0700Z+. Rwy 01-19 NSTD lateral LIRL, all thld lgts missing. Ldg fee.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**BOSTON CENTER APP/DEP CON** 123.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE EEN.**KEENE (L) VORTAC** 109.4 EEN Chan 31 N42°47.66'

W72°17.51' 302° 26.6 NM to fld. 1380/14W.

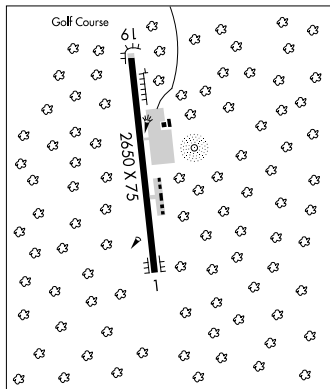
**NDB (MHW)** 224 VWD N42°55.65' W72°51.84' at fld.

NOTAM FILE BTW. NDB unusable byd 15 NM.

NEW YORK

L-326, 33C

IAP





VWD NDB <b>224</b>	APP CRS <b>011°</b>	Rwy Idg TDZE Apt Elev	<b>2650</b> <b>1953</b> <b>1953</b>
-----------------------	------------------------	-----------------------------	---

**NDB RWY 1**

WEST DOVER/MOUNT SNOW (4V8)

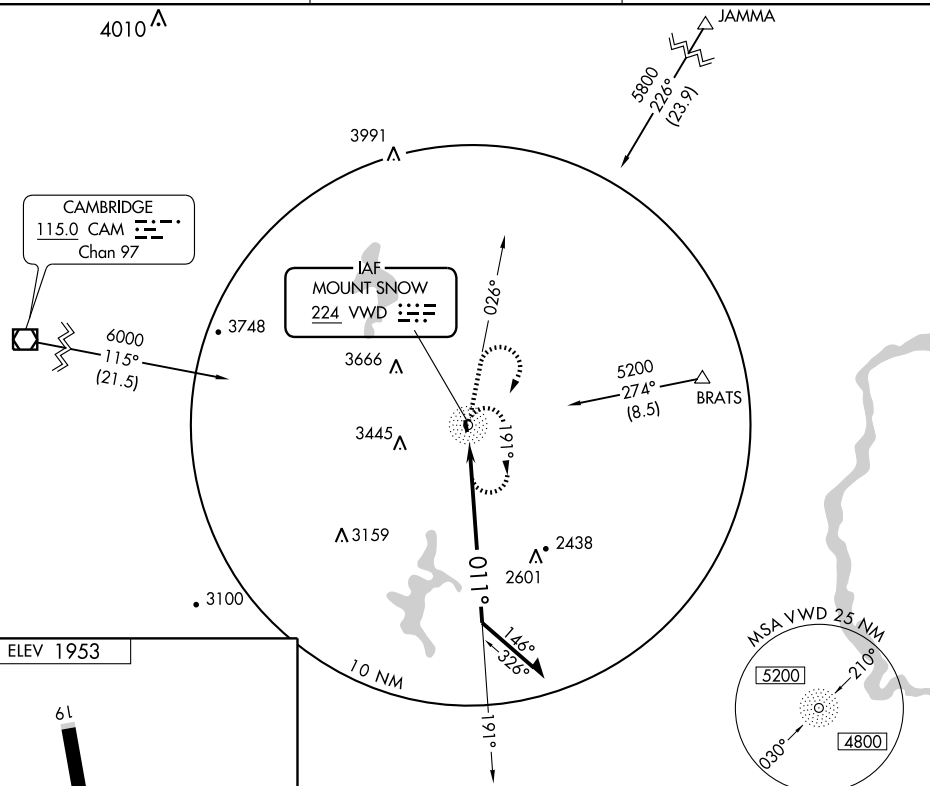
▼ Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet.  
 ▲ NA Procedure NA 0200 local to dawn.  
 Circling to Rwy 19 NA at night.

MISSED APPROACH: Climb to 5100 via 026° bearing from VWD NDB then right turn direct VWD NDB and hold.

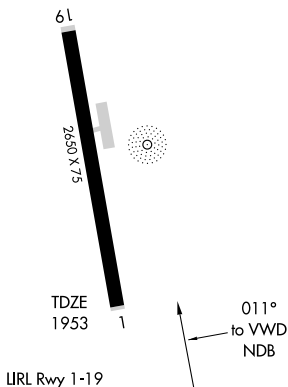
BENNINGTON ASOS  
**135.925**

BOSTON CENTER  
**123.75 338.2**

UNICOM  
**122.8** (CTAF)

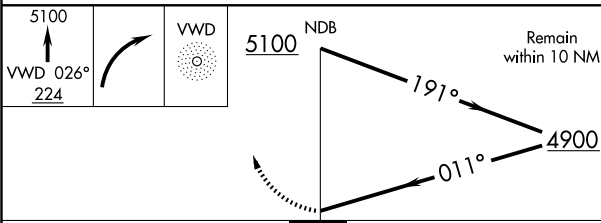


ELEV 1953



LRL Rwy 1-19

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-1	3480-1¼ 1527 (1600-1¼)	3480-1½ 1527 (1600-1½)	NA	
CIRCLING	3480-1¼ 1527 (1600-1¼)	3480-1½ 1527 (1600-1½)	NA	

APP CRS  
**020°**

Rwy Idg **2650**  
TDZE **1953**  
Apt Elev **1953**

# RNAV (GPS) RWY 1

WEST DOVER/MOUNT SNOW (4V8)

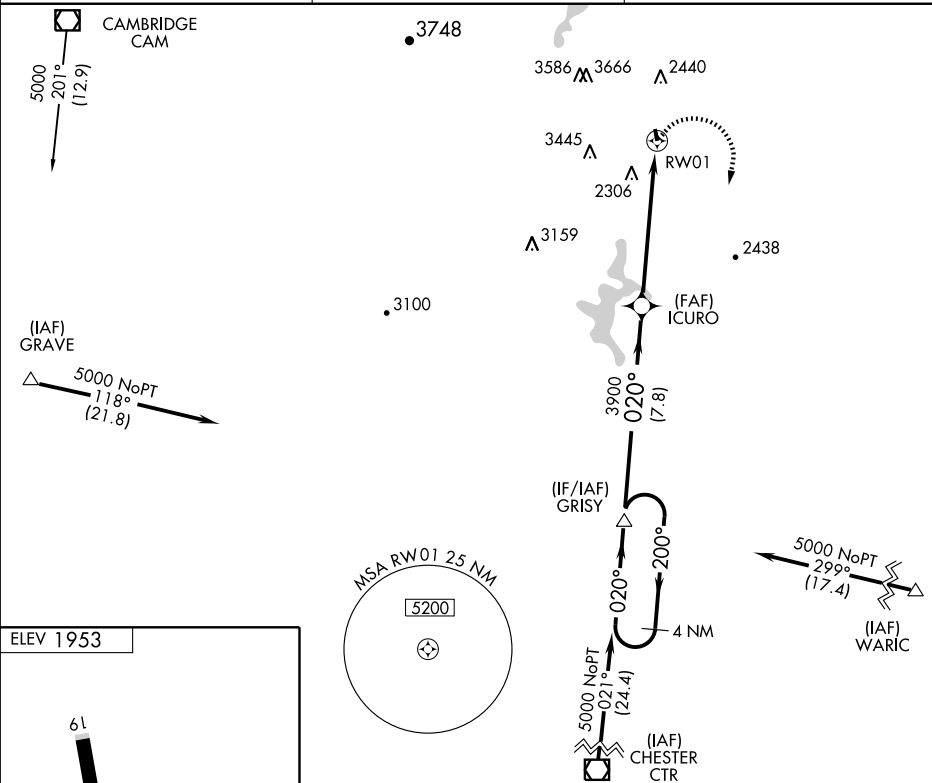
▼ Use Bennington altimeter setting; if not received, use Keene altimeter setting and increase all MDAs 40 feet.  
Circling to Rwy 19 NA at night.  
▲ NA DME/DME RNP-0.3 NA.  
Procedure NA 0200 local to down.

MISSED APPROACH: Climbing right turn to 5000 direct GRISY and hold.

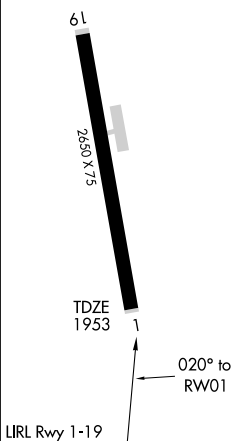
BENNINGTON ASOS  
**135.925**

BOSTON CENTER  
**123.75 338.2**

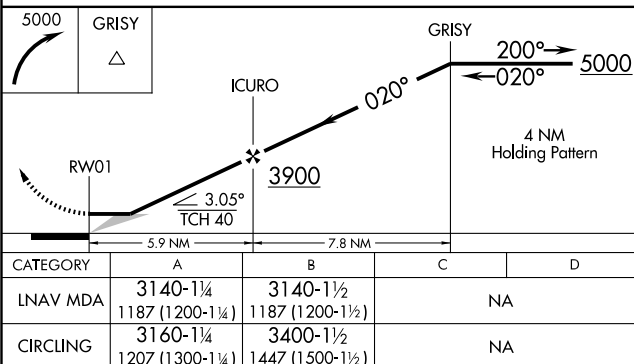
UNICOM  
**122.8** (CTAF)



ELEV 1953



WEST DOVER, VERMONT  
Orig 06327



42°56'N - 72°52'W

WEST DOVER/MOUNT SNOW (4V8)  
**RNAV (GPS) RWY 1**

NE-1, 23 SEP 2010 to 21 OCT 2010